SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

TIME TABLE
FOR THE
LOS ANGELES DIVISION

173

To Take Effect Sunday, February 13, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER, *General Manager.*	W. B. KIRKLAND, *Superintendent of Transportation.*	L. U. MORRIS, *Assistant General Manager.*	C. F. DONNATIN, *Superintendent.*

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EAST-WARD	Distance from San Francisco	Time Table No. 173 February 13, 1938 Ojai Branch STATIONS	Distance from Ventura Junc.	WEST-WARD
17 PWOT		412.3	OJAI 3.4	15.0	
8		408.9	TICO 2.1	11.6	
		406.8	OAKVIEW 3.9	9.5	
5		402.9	CANET 2.1	5.6	
		400.8	ORTONVILLE 3.5	3.5	
		397.3	VENTURA JCT.	0.0	
			(15.0)		

Service by Extra Trains Only.

List of Intermediate Spurs page 11.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EAST-WARD	Distance from San Francisco	Time Table No. 173 February 13, 1938 Burbank Branch STATIONS	Distance from Burbank	WEST-WARD
91 PWY		445.5	TO CHATSWORTH 3.6	21.3	
		449.1	CROSSING P. E. RY. 0.1	17.7	
37		449.2	CANOGA PARK 4.2	17.6	
37		453.4	TARZANA 2.0	13.4	
33		455.4	ENCINO 3.0	11.4	
		458.4	CROSSING P. E. RY. 0.0	8.4	
39		458.4	VAN NUYS 1.5	8.4	
38		459.9	KESTER 1.3	6.9	
		461.2	GARNSEY 1.6	5.6	
		462.8	NORTH HOLLYWOOD 1.8	4.0	
		464.6	MACNEIL 2.2	2.2	
45 WY		466.8	BURBANK	0.0	
			(21.3)		

Service by Extra Trains Only.

List of Intermediate Spurs page 11.

VENTURA SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS						Distance from San Francisco		Time Table No. 173 February 13, 1938 STATIONS	
					812 Freight Leave Daily	72 Passenger Leave Daily	352 Passenger Leave Daily	98 Daylight Leave Daily	76 Lark Leave Daily	2 Sunset Limited Leave Daily	70 Coaster Leave Daily				
BKPWOT Yard					9.55PM	6.40PM	3.45PM	3.38PM	6.15AM	5.20AM	5.00AM	370.7		TO-R SANTA BARBARA 1.2	D.T.
					10.00	6.45	3.50	3.42	6.19	5.25	5.04	371.9		E. STA. BARBARA 1.5	
												373.4		MONTECITO 0.5	
												373.9		BILTMORE 0.7	
												374.6		MIRAMAR 1.6	
P												376.2		SUMMERLAND 1.1	
89 P					**10.23**	6.52	3.57	3.49	6.26	5.32	5.11	377.3		ORTEGA 3.9	
42 P					10.33	6.57	s 4.02	3.54	6.31	5.37	f 5.16	381.2		TO CARPINTERIA 2.2	
44 P					10.40	7.01	4.06	3.57	6.34	5.40	5.19	383.4		WAVE 1.1	
P												384.5		BENHAM 1.2	
42 P					10.48	7.05	4.10	4.01	6.38	5.44	5.23	385.7		PUNTA 2.9	
110 P					**11.07**	7.09	4.14	4.05	6.42	5.48	5.27	388.6		SEACLIFF 4.3	
31 P					11.15	7.15	4.20	4.10	6.48	5.54	5.33	392.9		DULAH 4.4	
P												397.3		VENTURA JCT. 0.9	
Yard 131 PW					11.25	s 7.25	s 4.31	4.18	6.57	6.02	s 5.43	398.2		TO VENTURA 2.0	
												400.2		LEMON 3.0	
45 PY					11.33	7.30	4.37	4.23	7.03	6.08	5.49	403.2		MONTALVO 4.6	
BKOWYP 82 Yard					11.43	s 7.39	s 4.46	4.28	7.09	6.14	s 5.57	407.8	A.B.S.	TO OXNARD 4.3	
71 P					11.53PM	**7.51**	4.53	4.32	7.15	6.20	6.03	412.1		LEESDALE 1.5	
32												413.6		SUCROSA 3.0	
84 P					12.02AM	7.58	f 4.59	4.37	7.20	6.26	f 6.09	416.6		TO CAMARILLO 3.2	
44 P					12.10	8.03	5.04	4.40	7.25	6.30	6.14	419.8		TO SOMIS 3.1	
69 P					12.20	8.08	5.09	4.44	7.30	6.34	6.19	422.9		LAGOL 4.2	
110 PW					12.35	8.15	f 5.17	4.49	7.36	6.40	f 6.25	427.1		TO MOORPARK 5.1	
74 P					12.50	8.24	5.27	4.55	7.43	6.49	6.35	432.2		STRATHEARN 1.3	
Spur 16							f					433.5		SIMI 4.0	
64 P					1.04	8.34	f 5.37	5.01	7.52	6.58	f 6.44	437.5		TO SANTA SUSANA 3.5	
77 P					1.18	8.42	5.46	5.06	7.58	7.05	6.51	441.0		HASSON 4.5	
91 PWY					1.33	**8.53**	f 5.56	5.13	**8.05**	7.14	6.59	445.5		TO CHATSWORTH 4.4	
E 59 W 57 P					1.41	f 9.01	f 6.03	5.17	8.10	7.19	f 7.06	449.9		TO NORTH LOS ANGELES 4.2	
E 48 W 47 W					1.49	9.07	6.09	5.21	8.15	7.24	7.12	454.1		RAYMER 0.9	
I												455.0		RAYMER TOWER Crossing P. E. Ry. 3.4	
E 46 W 47 P					1.57	9.13	6.16	5.25	8.20	7.29	7.18	458.4		HEWITT 4.3	
PI					2.05AM	9.20PM	6.23PM	5.29PM	8.25AM	7.34AM	7.24AM	462.7		TO BURBANK JCT.	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(92.0)	
					(4.10) 22.08	(2.40) 34.50	(2.38) 34.49	(1.51) 49.72	(2.10) 42.46	(2.14) 41.19	(2.24) 38.33			.............Time over District ....Average Speed per Hour	

Rules 85, 86, 87 and 93—First Class trains except No. 76 will clear Nos. 98 and 99 not less than five minutes; and second class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

No. 70 must not make non-revenue flag stops, except on account California Railroad Commission.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of Intermediate Spurs page 11.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2	Oxnard	Discharge		San Jose	Daily
2	Ventura	Discharge		Salinas	Daily
352	Miramar, Carpinteria	Receive	Yuma		Daily

VENTURA SUBDIVISION

WESTWARD

Time Table No. 173

February 13, 1938

FIRST CLASS

		STATIONS	Distance from Burbank Jct.	349 Passenger Arrive Daily	99 Daylight Arrive Daily	71 Passenger Arrive Daily	69 Coaster Arrive Daily	1 Sunset Limited Arrive Daily	75 Lark Arrive Daily
A.B.S.	D.T.	TO-R SANTA BARBARA 1.2	92.0	s 10.15 AM	s 10.32 AM	s 11.25 AM	s 8.55 PM	s 10.35 PM	s 11.35 PM
		E. STA. BARBARA 1.5	90.8	10.08	10.28	11.20	8.50	10.30	11.30
		MONTECITO 0.5	89.3						
		BILTMORE 0.7	88.8						
		MIRAMAR 1.6	88.1	f					
		SUMMERLAND 1.1	86.5	f					
		ORTEGA 3.9	85.4	9.57	10.21	11.08	8.43	**10.23**	11.23
		TO CARPINTERIA 2.2	81.5	9.52	10.16	s 11.03	f 8.38	10.18	11.18
		WAVE 1.1	79.3	9.45	10.13	10.56	8.34	10.15	11.15
		BENHAM 1.2	78.2						
		PUNTA 2.9	77.0	9.41	10.09	10.52	8.30	10.11	11.11
		SEACLIFF 4.3	74.1	9.36	10.05	10.48	8.26	10.07	**11.07**
		DULAH 4.4	69.8	9.29	10.00	10.42	8.20	10.01	11.01
		VENTURA JCT. 0.9	65.4						
		TO VENTURA 2.0	64.5	s 9.20	9.53	s 10.32	s 8.12	9.53	10.53
		LEMON 3.0	62.5						
		MONTALVO 4.6	59.5	f 9.10	9.48	10.21	8.05	9.48	10.48
		TO OXNARD 4.3	54.9	s 9.04	9.43	s 10.15	s 7.59	9.42	10.42
		LEESDALE 1.5	50.6	8.55	9.39	10.05	**7.51**	9.37	10.37
		SUCROSA 3.0	49.1						
		TO CAMARILLO 3.2	46.1	f 8.49	9.35	f 9.59	f 7.45	9.32	10.32
		TO SOMIS 3.1	42.9	f 8.44	9.32	9.52	7.41	9.28	10.28
		LAGOL 4.2	39.8	8.39	9.29	9.47	7.37	9.24	10.24
		TO MOORPARK 5.1	35.6	s 8.34	9.24	f 9.42	f 7.32	9.19	10.19
		STRATHEARN 1.3	30.5	8.26	9.19	9.35	7.25	9.13	10.13
		SIMI 4.0	29.2	f					
		TO SANTA SUSANA 3.5	25.2	f 8.19	9.14	9.28	f 7.18	9.06	10.06
		HASSON 4.5	21.7	f 8.13	9.10	9.23	7.13	9.01	10.01
		TO CHATSWORTH 4.4	17.2	**8.05**	9.03	9.15	7.04	**8.53**	9.53
		TO NORTH LOS ANGELES 4.2	12.8	f 7.52	8.59	f 9.10	f 6.58	8.48	9.48
		RAYMER 0.9	8.6	7.46	8.55	9.05	6.52	8.43	9.43
		RAYMER TOWER Crossing P. E. Ry. 3.4	7.7						
		HEWITT 4.3	4.3	7.41	8.51	9.00	6.46	8.38	9.38
		TO BURBANK JCT.	0.0	7.36 AM	8.47 AM	8.55 AM	6.40 PM	8.33 PM	9.33 PM
		(92.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District......... Average Speed per Hour.........		(2.39) 34.71	(1.45) 52.57	(2.30) 36.80	(2.15) 40.88	(2.02) 45.24	(2.02) 45.24

Rules 85, 86, 87 and 93—First Class trains except No. 76 will clear Nos. 98 and 99 not less than five minutes; and second class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of Intermediate Spurs page 11.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
1	Oxnard, Ventura	Receive	San Jose		Daily
349	Carpinteria	Receive	West of Santa Barbara		Daily
75	Ventura	Receive	Salinas		Daily

No. 69 must not make non-revenue flag stops, except on account California Railroad Commission.

VENTURA SUBDIVISION

Time Table No. 173

February 13, 1938

Santa Paula Branch

Capacity of Sidings in Car Lengths	EASTWARD		Distance from San Francisco		STATIONS	Distance from Saugus	WESTWARD	
Yard PY			403.2		MONTALVO 4.4	45.5		
60 P			407.6	TO	SATICOY 3.4	41.1		
13			411.0		LIMCO 0.3	37.7		
34 P			411.3		HAINES 3.4	37.4		
Yard 45 PW			414.7	TO	SANTA PAULA 7.1	34.0		
P			421.8		SESPE 1.1	26.9		
Yard BKP 40			424.5	TO-R	FILLMORE 3.7	24.2		
35 P			428.2		CAVIN 1.7	20.5		
			429.9		BUCKHORN 1.9	18.8		
35 PW			431.8	TO	PIRU 2.5	16.9		
21			434.3		CAMULOS 4.1	14.4		
36 P			438.4		KEMP 5.7	10.3		
37 P			444.1		NEWHALL RANCH 1.1	4.6		
			445.2		OBERG 2.7	3.8		
			447.9		PARDEE 0.8	0.8		
78 BKOWY Yard			448.7	TO-R	SAUGUS	0.0		
					(45.5)			

Service by extra trains only.

List of Intermediate Spurs page 11.

EASTWARD

See Current San Joaquin Division Time Table for Schedules of Eastward Trains Saugus to Burbank Junction.

Time Table No. 173

February 13, 1938

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS
W 78 Yard E71BKWOYP	450.6	A. B. S.	TO-R SAUGUS 2.4
63 P	453.0		NEWHALL 0.7
80	453.7		ELAYON 0.7
	454.4		WALTZ JUNC. 2.2
58 P	456.6		TUNNEL 2.6
83 P	459.2		SYLMAR 2.6
Yard 105 WOTP	461.8		TO SAN FERNANDO 1.6
85 P	463.4		PACOIMA 2.2
39 P	465.6		WAHOO 2.3
96 P	467.9		ROSCOE 3.7
52 Pl	471.6		TO BURBANK JCT. 21.0

VENTURA SUBDIVISION

EASTWARD

Time Table No. 173

February 13, 1938

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS										Distance from San Francisco		STATIONS	
	814	810	816	812	52	72	352	98	76	60	26	2	70	56				
	Freight	Freight	Freight	Freight	San Joaquin	Passenger	Passenger	Daylight	Lark	West Coast	Owl	Sunset Limited	Coaster	Tehachapi				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
52 PI	10.17 PM	10.30 AM	4.38 AM	2.05 AM	9.31 PM	9.20 PM	6.23 PM	5.29 PM	8.25 AM	8.13 AM	7.59 AM	7.34 AM	7.24 AM	5.54 AM	471.6	A. B. S.	TO BURBANK JCT. 0.5	D.T.
PWY					f 9.32	f 9.21	f 6.24		8.26	8.14	8.00	7.35	f 7.25	f 5.56	472.1		BURBANK 2.2	
															474.3		SEPULVEDA 0.7	
															475.0		WEST GLENDALE 2.1	
P					s 9.41	s 9.29	s 6.33	s 5.38	s 8.33	s 8.23	s 8.08	s 7.43	s 7.33	s 6.07	477.1		GLENDALE 0.2	
I															477.3		GLENDALE TOWER Crossing P. E. Ry. 2.4	
Yard BKTWOP	10.45 PM	11.00 AM	5.05 AM	2.30 AM										f	479.7		TO-R LOS ANGELES YD. 0.9	
I					9.52	9.39	6.44	5.45	8.43	8.34	8.19	7.54	7.44		480.6		DAYTON AVE. TOWER 1.3	
IY					9.56	9.42	6.48	5.48	8.47	8.37	8.23	7.57	7.47	6.27	481.9		RIVER STA. TOWER 0.6	
I					10.00	9.46	6.51	5.52	8.50	8.41	8.26	8.01	7.51	6.31	482.5		NAUD JCT. 1.2	
Yard BKYWP					s 10.10 PM	s 9.55 PM	s 7.00 PM	s 6.00 PM	s 9.00 AM	s 8.50 AM	s 8.35 AM	s 8.10 AM	s 8.00 AM	s 6.40 AM	483.7	TO-R	LOS ANGELES	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(12.1)	
	(0.28) 17.37	(0.30) 16.20	(0.27 18.00	(0.25) 19.44	(0.39) 18.61	(0.35) 20.74	(0.37) 19.61	(0.31) 23.41	(0.35) 20.74	(0.37) 19.61	(0.36) 20.16	(0.36) 20.16	(0.36) 20.16	(0.46) 15.77			...............Time over District ....Average Speed per Hour	

Schedule time and train orders at Burbank Jct., apply at end of double track.

No. 70 must not make non-revenue flag stops, except on account California Railroad Commission.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.

Revenue passenger trains must stop at Glendale.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from yardman.

List of intermediate spurs page 11.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Burbank	Discharge		Fresno	Daily
352, 52	Los Angeles Yard	Receive and Discharge	D.H. Trainmen and Enginemen		Daily

Time Table No. 173

February 13, 1938

A. B. S.

STATIONS	Distance from Los Angeles
TO-R SAUGUS 2.4	33.1
NEWHALL 0.7	30.7
ELAYON 0.7	30.0
WALTZ JUNC. 2.2	29.3
TUNNEL 2.6	27.1
SYLMAR 2.6	24.5
TO SAN FERNANDO 1.6	21.9
PACOIMA 2.2	20.3
WAHOO 2.3	18.1
ROSCOE 3.7	15.8
TO BURBANK JCT. 21.0	12.1

See Current San Joaquin Division Time Table for Schedules of Westward Trains Burbank Junction to Saugus

VENTURA SUBDIVISION
WESTWARD

Time Table No. 173

February 13, 1938

A. B. S. D.T.

		FIRST CLASS										THIRD CLASS		
	Distance from Los Angeles	349	51	99	71	25	69	59	1	55	75	811	813	815
		Passenger	San Joaquin	Daylight	Passenger	Owl	Coaster	West Coast	Sunset Limited	Tehachapi	Lark	Freight	Freight	Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO BURBANK JCT. 0.5	12.1	7.36AM	8.23AM	8.47AM	8.55AM	6.33PM	6.40PM	8.16PM	8.33PM	9.31PM	9.33PM	12.35AM	9.00AM	5.25PM
BURBANK 2.2	11.6	f 7.34	s 8.22		f 8.54	6.32	f 6.39	8.15	8.32	f 9.30	9.32			
SEPULVEDA 0.7	9.4													
WEST GLENDALE 2.1	8.7													
GLENDALE 0.2	6.6	s 7.25	s 8.15	s 8.39	s 8.46	s 6.24	s 6.31	s 8.08	s 8.24	s 9.20	s 9.24			
GLENDALE TOWER Crossing P. E. Ry. 2.4	6.4													
TO-R LOS ANGELES YD. 0.9	4.0									f		12.10AM	8.40AM	5.00PM
DAYTON AVE. TOWER 1.3	3.1	7.15	8.04	8.31	8.34	6.14	6.19	7.59	8.14		9.14			
RIVER STA. TOWER 0.6	1.8	7.12	8.01	8.27	8.31	6.11	6.16	7.56	8.11	8.46	9.11			
NAUD JCT. 1.2	1.2													
TO-R LOS ANGELES	0.0	7.00AM	7.50AM	8.15AM	8.20AM	6.00PM	6.05PM	7.45PM	8.00PM	8.35PM	9.00PM			
(12.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District........ Average Speed per Hour........		(0.36) 20.10	(0.33) 22.00	(0.32) 22.66	(0.35) 20.74	(0.33) 22.00	(0.35) 20.74	(0.31) 23.41	(0.33) 22.00	(0.54) 13.44	(0.33) 22.00	(0.25) 19.44	(0.20) 24.30	(0.25) 19.44

Schedule time and train orders at Burbank Jct., apply at end of double track.

No. 99 must stop at Glendale with pilot beam of engine at west end of platform to receive passengers.

No. 25 will reduce speed at Burbank to receive mail.

No. 69 must not make non-revenue flag stops, except on account California Railroad Commission.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.

Revenue passenger trains must stop at Glendale.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point, unless proceed signal is received from yardman.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

List of Intermediate Spurs page 11.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
25	Burbank	Receive	Mojave		Daily
51, 349	Los Angeles Yard	Receive and Discharge	D.H. Train and Enginemen		Daily
55	River Sta. Tower	Receive Waybills			Daily ex. Sat. and Sun.

POMONA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco	Time Table No. 173 February 13, 1938	Distance from Colton	WESTWARD				
	THIRD CLASS					FIRST CLASS								FIRST CLASS				
	830	828	826	824	822	820	6	4	44	2				819	43	5	1	3
	Freight	Freight	Freight	Freight	Freight	The Imperial	Argonaut	Golden State Limited	Californian	Sunset Limited				The Imperial	Californian	Argonaut	Sunset Limited	Golden State Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKTWOP											479.7	TO-R LOS ANGELES YARD 0.9	59.3					
I											480.6	DAYTON AVE. TOWER 1.3	58.4					
IY											481.9	RIVER STATION TOWER 0.5	57.1					
											482.4	MISSION JUNCTION	56.6					
Yard BKTWOP	10.00 PM	9.40 PM	3.15 PM	7.30 AM	1.30 AM						479.7	R LOS ANGELES YARD 0.9	58.5					
I											480.6	DAYTON AVE. TOWER 1.4	57.6					
											482.0	EAST BANK JUNCTION	56.2					
Yard BKYWP						8.45 PM	8.15 PM	8.10 PM	8.05 PM	10.00 AM	483.7	TO-R LOS ANGELES 1.2 D.T.	58.3	s 6.00 AM	s 7.20 AM	s 7.30 AM	s 5.00 PM	s 8.30 PM
I						8.54	8.24	8.19	8.14	10.09	482.5	NAUD JCT. 0.5	57.1	5.51	7.06	7.16	4.51	8.17
											482.4	MISSION JCT. 0.1	56.6					
I											482.5	CROSSING A. T. & S. F. RY. 0.1	56.5					
											482.6	CROSSING U. P. RY. 0.2	56.4					
											482.8	EAST BANK JUNCTION 1.8	56.2					
											484.6	AURANT 3.1	54.4					
67 IP	10.30	10.10	3.45	8.00	2.00	s 9.16	s 8.43	s 8.38	s 8.33	s 10.27	487.7	TO ALHAMBRA 2.9	51.3	s 5.25	s 6.45	s 6.54	s 4.29	s 7.56
88 P	10.36	10.16	3.51	8.06	2.06	9.21	8.48	8.43	8.38	10.32	490.6	SAN GABRIEL 4.0	48.4	f 5.16	6.37	6.47	4.22	7.51
75 P	10.44	10.24	3.59	8.14	2.14	f 9.27	8.53	8.48	8.43	10.37	494.6	EL MONTE 0.4	44.4	f 5.06	6.31	6.42	4.17	7.46
I											495.0	EL MONTE TOWER Crossing P. E. Ry. 2.3	44.0					
90 PW	10.49	10.29	**4.13**	8.19	2.19	f 9.32	8.57	8.52	8.47	10.41	497.3	TO BASSETT 3.4	41.7	f 5.00	6.26	6.38	**4.13**	7.42
81 P	10.55	10.35	4.19	8.25	2.25	f 9.38	9.01	8.56	8.51	10.45	500.7	TO PUENTE 2.8	38.3	f 4.54	6.21	6.33	4.08	7.37
70 P	11.03	10.42	4.27	8.33	2.33	9.43	9.04	8.59	8.54	10.48	503.5	MARNE 3.3	35.5	4.48	6.17	6.29	4.04	7.33
86 P	11.12	10.50	4.36	8.42	2.42	f 9.49	9.08	9.03	8.58	10.52	506.8	WALNUT 3.9	32.2	f 4.44	6.13	6.25	4.00	7.29
72 P	11.23	11.01	4.47	8.53	2.52	f 9.55	9.14	9.09	9.04	10.57	510.7	SPADRA 3.6	28.3	f 4.38	6.07	6.20	3.55	7.24
Yard KWTP 243	11.40	11.15	5.04	9.10	3.08	s 10.06	9.23	9.18	f 9.12	11.03	514.3	TO POMONA 0.1 A.B.S.	24.7	s 4.31	6.00	f 6.14	3.49	f 7.19
											514.4	CROSSING P. E. RY. 3.4	24.6					
72 P	11.51 PM	11.23	5.15	9.21	3.19	10.13	9.29	9.24	9.18	11.08	517.8	NAROD 2.4	21.2	f 4.22	5.53	6.06	3.41	7.12
Yard 125 P	12.02 AM	11.28	5.26	9.32	3.30	s 10.22	9.36	9.30	f 9.22	11.13	520.2	TO ONTARIO 3.6	18.8	f 4.15	5.48	f 6.01	3.36	f 7.07
69 PW	12.10	11.35	5.34	9.40	3.38	f 10.30	9.42	9.35	9.27	11.18	523.8	GUASTI 3.7	15.2	f 4.07	5.42	5.55	3.30	7.01
80 P	12.19	11.42	5.43	9.49	3.47	f 10.37	9.47	9.40	9.32	11.22	527.5	ETIWA 2.2	11.5	f 4.00	5.36	5.49	3.25	6.56
90 PY	12.24	11.46	5.48	9.54	**3.57**	f 10.41	9.50	9.43	9.35	11.25	529.7	TO SOUTH FONTANA 2.4	9.3	f **3.57**	5.33	5.46	3.22	6.53
70 P	12.34	11.51	5.58	10.04	4.07						532.1	AILSA 2.5	6.9					
PI											534.6	BLOOMINGTON TOWER Crossing P. E. Ry. 0.1	4.4					
75 P	12.43	11.56 PM	6.07	10.13	4.16	f 10.50	9.57	9.49	9.41	11.31	534.7	TO BLOOMINGTON 4.0	4.3	f 3.49	5.27	5.40	3.17	6.47
I											538.7	COLTON TOWER Crossing A. T & S. F. Ry. 0.0	0.3					
											538.7	CROSSING U. P. RY. 0.3	0.3					
Yard BKYWOTP	1.00 AM	12.10 AM	6.24 PM	10.30 AM	4.30 AM	s 11.00 PM	s 10.06 PM	s 9.58 PM	s 9.50 PM	s 11.40 AM	539.0	TO-R COLTON	0.0	3.40 AM	5.18 AM	5.31 AM	3.09 PM	6.39 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(59.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.00) 19.76	(2.30) 23.40	(3.09) 18.57	(3.00) 19.76	(3.00) 19.76	(2.15) 25.91	(1.51) 31.51	(1.48) 32.38	(1.45) 33.32	(1.40) 34.98		Time over District Average Speed per Hour		(2.20) 24.98	(2.02) 28.67	(1.59) 29.39	(1.51) 31.51	(1.51) 31.51

Schedule time and train orders at Alhambra apply at end of double track.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point unless proceed signal is received from yardman.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

Nos. 43, 5 and 3 may arrive Los Angeles ahead of time shown, after observing scheduled time at Naud Jct.

Capacity of main track in car lengths of 45 feet between interlocking derail and west clearance point El Monte 66 Bloomington 64 cars.

See table on Page 7 for additional flag stops.

List of Intermediate Spurs page 11.

BEAUMONT SUBDIVISION

		EASTWARD													WESTWARD				
		SECOND CLASS			FIRST CLASS					Distance from San Francisco		Time Table No. 173 February 13, 1938		Distance from Indio	FIRST CLASS				
Capacity of Sidings in Car Lengths		836	834	832	820	6	4	44	2						819	43	5	1	3
		Freight	Freight	Freight	The Imperial	Argonaut	Golden State Limited	Californian	Sunset Limited						The Imperial	Californian	Argonaut	Sunset Limited	Golden State Limited
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	BKYWOPT	10.45 PM	8.00 AM	1.55 AM	11.10 PM	10.11 PM	10.03 PM	9.55 PM	11.45 AM	539.0	TO-R	COLTON		71.9	s 3.24 AM	s 5.13 AM	s 5.26 AM	s 3.04 PM	s 6.34 PM
										539.0		CROSSING P. E. RY.	0.0	71.9					
77	P	11.00	8.15	2.10	f 11.17	10.17	10.09	10.01	f 11.51	542.6		LOMA LINDA	3.6	68.3	f 3.16	f 5.07	5.20	2.58	6.28
70	P	11.05	8.20	2.15	f 11.21	10.20	10.12	10.04	11.54	544.5	TO	BRYN MAWR	1.9	66.4	f 3.11	5.04	5.17	2.55	6.25
70	P	11.10	8.25	2.20	f 11.27	10.23	10.15	10.07	11.57 AM	546.3		REDLANDS	1.8	64.6	f 3.06	5.01	5.14	2.52	6.22
E 86 W 79	P	11.20	8.35	2.30	f 11.36	10.30	10.22	10.14	12.04 PM	549.1		ORDWAY	2.8	61.8	f 2.58	4.55	5.08	2.46	6.16
125	PW	11.35	8.50	**2.50**	f 11.48	10.38	10.30	10.22	12.12	552.7		EL CASCO	3.6	58.2	f **2.50**	4.49	5.02	2.40	6.10
75	P	11.43	8.58	3.00	11.55 PM	10.42	10.34	10.26	12.16	555.4		HAIG	2.7	55.5	2.44	4.44	4.57	2.35	6.05
70	P	11.50	9.05	3.08	f 12.01 AM	10.46	10.38	10.30	12.20	557.2		HINDA	1.8	53.7	f 2.39	4.41	4.54	2.32	6.02
72	P	11.57 PM	9.12	3.16	12.08	10.51	10.43	10.35	12.25	559.7		NICKLIN	2.5	51.2	2.33	4.37	4.50	2.28	5.58
Yard 166	WYOP	**12.20 AM**	9.30	3.34	s **12.20**	f 10.58	10.50	10.42	s 12.32	562.0	TO	BEAUMONT	2.3	48.9	s 2.27	f 4.32	4.45	2.23	5.53
80	P	12.34	9.41	3.45	12.26	11.04	10.56	10.48	12.39	565.5		PERSHING	3.5	45.4	2.13	4.23	4.37	2.15	5.45
118	P	12.45	9.50	3.54	s 12.40	f 11.08	11.00	10.52	s 12.43	568.2	TO	BANNING	2.7	42.7	s 2.06	f 4.17	4.31	2.09	5.39
70	P	12.55	10.00	**4.07**	12.45	11.13	11.05	10.57	12.50	571.5	A. B. S.	OWL	3.3	39.4	1.53	**4.07**	4.23	2.01	5.31
114	PW	1.14	10.19	**4.16**	f 12.51	11.17	11.09	11.01	12.54	574.1	TO	CABAZON	2.6	36.8	f 1.44	3.59	**4.16**	1.54	5.23
75	P	**1.36**	10.26	4.27	12.56	11.21	11.13	11.05	12.58	576.2		MONS	2.1	34.7	**1.36**	3.51	4.10	1.48	5.17
68	P	1.44	10.34	4.35	1.01	11.25	11.17	11.09	1.02	578.6		FINGAL	2.4	32.3	1.26	3.43	4.04	1.42	5.10
E 68 W 68	PW	1.57	10.47	4.48	f **1.16**	11.31	11.23	f 11.15	f 1.08	582.6	TO	PALM SPRINGS	4.0	28.3	f **1.16**	f 3.34	3.57	1.35	s 5.03
70	P	2.06	10.56	4.57	f 1.22	11.36	11.28	11.20	1.13	585.4		HUGO	2.8	25.5	f 1.08	3.25	3.49	1.27	4.53
E 70 W 71	PYW	2.25	11.15	5.16	s 1.28	11.41	11.33	11.25	**1.20**	588.1	TO	GARNET	2.7	22.8	s 1.01	3.17	3.42	**1.20**	4.46
70	P	2.34	11.24	5.25	1.33	11.46	11.38	11.30	1.25	591.6		SALVIA	3.5	19.3	12.52	3.08	3.34	1.04	4.38
70	P	2.43	11.33	5.34	1.38	11.51	11.43	11.35	1.30	595.1		RIMLON	3.5	15.8	12.47	3.03	3.29	12.58	4.33
69	P	**2.58**	11.46	5.47	f 1.43	11.56	11.48	11.40	1.35	599.0	TO	EDOM	3.9	11.9	f 12.42	**2.58**	3.24	12.53	4.28
70	P	3.03	11.51 AM	5.52	f 1.47	11.59 PM	11.51	11.43	1.38	601.5		DRY CAMP	2.5	9.4	f 12.38	2.53	3.20	12.48	4.24
70	P	**3.15**	12.01 PM	6.02	f 1.52	12.04 AM	11.56 PM	11.48	1.43	606.5		MYOMA	5.0	4.4	f 12.32	2.47	**3.15**	12.43	4.19
Yard	BKWYOP	3.25 AM	12.10 PM	6.12 AM	s 2.00 AM	s 12.12 AM	s 12.04 AM	s 11.56 PM	s 1.51 PM	610.9	TO-R	INDIO	4.4	0.0	12.25 AM	2.40 AM	3.08 AM	12.36 PM	4.12 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(71.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(4.40) 15.40	(4.10) 17.25	(4.17) 16.78	(2.50) 25.37	(2.01) 35.65	(2.01) 35.65	(2.01) 35.65	(2.06) 34.23			........Time over District........ .....Average Speed per Hour.....			(2.59) 24.09	(2.33) 28.19	(2.18) 31.26	(2.28) 29.14	(2.22) 30.38

List of Intermediate Spurs page 11.

Nos. 43 and 4 reduce speed passing Beaumont Station sufficiently to permit throwing U. S. Mail in Mail car.

No. 2 reduce speed to 20 miles per hour at Palm Springs to permit dispatch of U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
5	Any Station	Discharge		Yuma	Daily
43	Any Station	Discharge		East of Yuma	Daily
1	Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona	Receive, Discharge, Revenue	Alhambra	Phoenix	Daily
1	Ontario, Pomona	Discharge Revenue		Imperial Valley Points	Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily
3	Banning, Beaumont	Receive	Alhambra		Daily
3	Redlands	Receive, Discharge	Alhambra	Yuma	Daily
2	Pomona, Ontario Redlands	Receive Discharge Revenue	Niland	Alhambra	Daily
2	Any Station	Receive Revenue	Yuma		Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily
4	Palm Springs	Discharge		Alhambra	Daily
44	Redlands	Discharge		Alhambra	Daily

SALTON SUBDIVISION

	EASTWARD												Time Table No. 173 February 13, 1938		WESTWARD							
Capacity of Sidings in car lengths	SECOND CLASS		FIRST CLASS							Distance from San Francisco				Distance from Yuma	FIRST CLASS							SECOND CLASS
	824	822	2	358	820	6	4	44	362						5	1	3	363	819	43		357
	Freight	Freight	Sunset Limited	Mixed	The Imperial	Argonaut	Golden State Limited	Californian	San Diego Passenger						Argonaut	Sunset Limited	Golden State Limited	San Diego Passenger	The Imperial	Californian		Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily
Yard BKYWOP	2.35 PM	6.10 AM	1.56 PM		**2.35** AM	12.17 AM	12.09 AM	12.01 AM		610.9			TO-R INDIO	121.8	s 3.03 AM	s 12.31 PM	s 4.07 PM		s 11.55 PM	s **2.35** AM		
92 P	2.47	6.22	f 2.03		s 2.43	12.24	12.16	12.08		614.4		3.5	TO COACHELLA	118.3	2.56	12.24	4.00		s 11.46	2.28		
58 P	2.54	6.29	f 2.08		s **2.51**	12.28	12.20	12.12		618.0		3.6	TO THERMAL	114.7	**2.51**	12.19	3.55		s 11.34	2.24		
121 PW	3.05	6.40	f 2.15		s 3.08	12.34	12.26	12.18		624.1		6.1	TO MECCA	108.6	2.44	12.12	3.48		s 11.24	2.18		
70 P	3.14	6.49	2.20		f 3.15	12.39	12.31	12.23		628.8		4.7	CALEB	103.9	2.39	12.07	3.43		f 11.14	2.13		
70 P	3.22	6.57	2.25		f 3.22	12.44	12.36	12.28		633.3		4.5	MORTMAR	99.4	2.34	12.02 PM	3.38		f 11.09	2.08		
109 P	**3.33**	7.05	2.30		f 3.30	12.49	12.41	12.33		637.8		4.5	SALTON	94.9	2.29	11.57 AM	**3.33**		f 11.04	2.03		
70 P	3.45	7.15	2.35		f 3.37	12.54	12.46	12.38		642.1		4.3	DURMID	90.6	2.24	11.52	3.28		f 10.59	1.58		
110 P	3.55	7.25	2.40		f 3.45	12.59	12.51	12.43		646.8		4.7	BERTRAM	85.9	2.19	11.47	3.23		f 10.54	1.53		
107 P	4.03	7.32	2.45		f 3.52	1.04	12.56	12.48		651.1		4.3	POPE	81.6	2.14	11.42	3.18		f 10.49	1.48		
70 P	4.10	7.39	2.50		f 3.59	1.09	1.01	12.53		655.6		4.5	FRINK	77.1	2.09	11.37	3.13		f 10.44	1.43		
111 P	4.17	7.46	2.55		f 4.07	1.14	1.06	12.58		660.1		4.5	WISTER	72.6	2.04	11.32	3.08		f 10.39	1.38		
71 P	4.23	7.52	**3.03**		f 4.14	1.20	1.10	1.02		663.5		3.4	MUNDO	69.2	1.59	11.27	**3.03**		f 10.35	1.34		
Yard 159 BKYWOP	4.37	8.08	s 3.15		s 4.25 AM	**1.29**	s 1.17	1.08		667.5		4.0	TO-R NILAND	65.2	1.54	f 11.22	f 2.57		10.30 PM	**1.29**		
69 P	4.44	8.16	3.21			1.35	**1.23**	1.13		671.7	A. B. S.	4.2	FLOWING WELL	61.0	1.45	11.12	2.47			**1.23**		
119 P	5.02	8.35	3.29			**1.40**	1.28	**1.17**		674.4		2.7	IRIS	58.3	**1.40**	11.08	2.43			**1.17**		
70 P	5.11	8.45	3.37			1.46	**1.36**	1.22		678.5		4.1	TORTUGA	54.2	**1.36**	11.03	2.38			1.06		
108 PW	5.31	9.06	3.46			1.52	1.42	**1.30**		684.6		6.1	AMOS	48.1	**1.30**	10.56	2.31			f 1.00		
72 P	5.42	9.17	3.54			1.59	1.49	1.37		690.1		5.5	ACOLITA	42.6	1.19	10.49	2.24			12.53		
110 P	5.52	9.27	4.02			2.06	1.56	1.44		695.6		5.5	MESQUITE	37.1	1.12	10.42	2.17			12.46		
84 P	5.56	9.31	4.06			2.09	1.59	1.48		698.1		2.5	TO GLAMIS	34.6	1.09	10.39	2.14			f 12.42		
108 P	6.04	9.39	4.12			2.15	2.05	1.55		703.0		4.9	RUTHVEN	29.7	1.04	10.34	2.09			12.37		
69 P	6.14	9.49	4.20			2.23	2.13	2.03		709.4		6.4	DRYLYN	23.3	12.57	10.27	2.02			12.30		
69 P	6.20	9.55	4.25			2.28	2.18	2.08		712.3		2.9	CACTUS	20.4	12.54	10.24	1.59			12.26		
106 P	6.37	**10.19**	f 4.32			2.36	2.26	2.16		716.6		4.3	OGILBY	16.1	12.49	**10.19**	1.54			f 12.20		
69 P	6.48	10.30	4.39			2.44	2.34	2.24		722.7		6.1	KNOB	10.0	12.42	10.12	1.47			12.13		
P	6.54	10.36	4.45	12.14 PM		2.50	2.40	2.30	2.10 AM	726.1		3.4	ARAZ JUNCTION	6.6	12.37	10.07	1.42	2.00 PM		12.07 AM		10.20 AM
IP										727.0	D. T.	0.9	TO ARAZ	5.7								
Spur 30										731.9		4.9	COLORADO	0.8								
Yard BKTYWOP	7.15 PM	10.50 AM	s 5.00 PM	s 12.30 PM		s 3.05 AM	s 2.55 AM	s 2.45 AM	s 2.25 AM	732.7		0.8	TO-R YUMA	0.0	12.25 AM	9.55 AM	1.30 PM	1.45 PM		11.55 PM		10.05 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily
	(4.40) 26.29	(4.40) 26.29	(3.04) 39.17	(0.16) 24.75	(1.50) 30.87	(2.48) 43.50	(2.46) 44.02	(2.44) 44.56	(0.15) 26.40				........Time over District........ .....Average Speed per Hour.....		(2.38) 46.20	(2.36) 46.79	(2.37) 46.54	(0.15) 26.40	(1.25) 39.95	(2.40) 45.67		(0.15) 26.40

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
5	Any Station	Discharge		Yuma	Daily
43	Any Station	Discharge		East of Yuma	Daily
43	Niland	Discharge Mail			Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily
3	Mecca, Thermal, Coachella	Discharge		Yuma	Daily
2	Any Station	Receive Revenue	Yuma		Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily

Gauntlet track over Colorado River Bridge between Signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge. When signal indicates proceed, trains may proceed through the guantlet, irrespective of time table superiority, not exceeding eight (8) miles per hour. When signal indicates stop, and no train or engine in gauntlet, send flagman ahead, and, after waiting five minutes, follow flagman.

FIRESTONE PARK SUBDIVISION

Time Table No. 173
February 13, 1938

San Pedro Branch

Capacity of Sidings in Car Lengths	EASTWARD FIRST CLASS 6 Union Pacific Passenger Leave Daily	818 Union Pacific Passenger Leave Daily	8 Union Pacific Passenger Leave Daily	104 Union Pacific Streamliner Leave ★ See Footnote	14 Union Pacific Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Point Firmin	WESTWARD FIRST CLASS 103 Union Pacific Streamliner Arrive ★ See Footnote	7 Union Pacific Passenger Arrive Daily	717 Union Pacific Passenger Arrive Daily	5 Union Pacific Passenger Arrive Daily	21 Union Pacific Passenger Arrive Daily
IY						481.9	D.T.	RIVER STATION TOWER						
								1.8						
Yard BKYWOP	10.30PM	8.05PM	8.00PM	6.30PM	8.00AM	483.7		TO-R LOS ANGELES	24.3	s 8.00AM	s 8.30AM	s 8.35AM	s 5.50PM	s 9.45PM
								1.5						
	10.40PM	8.15PM	8.10PM	6.39PM	8.10AM	485.2		WASHINGTON ST. JCT.	22.8	7.48AM	8.16AM	8.21AM	5.38PM	9.33PM
								0.3						
I						485.5		CLEMENT JCT. TOWER Crossing P. E. Ry	22.5					
								0.9						
98						486.4		VERNONDALE	21.6					
								0.9						
I						487.3		CROSSING A. T. & S. F. RY.	20.7					
								0.2						
						487.5		CROSSING P. E. RY.	20.5					
								1.6						
YWP						489.1		TO-R FIRESTONE PARK	18.9					
								1.2						
30						490.3		SOUTHGATE TWEEDY BLVD	17.7					
								1.0						
						491.3		CROSSING P. E. RY.	16.7					
								0.5						
25						491.8		LYNWOOD	16.2					
								2.3						
61						494.1		COMPTON	13.9					
								2.1						
I						496.2		DOMINQUEZ TOWER Crossing P. E. Ry.	11.8					
								1.5						
						497.7		ELFTMAN	10.3					
								2.3						
32						500.0		WATSON	8.0					
								0.9						
I						500.9		THENARD TOWER Crossing A. T. & S. F. Ry.	7.1					
								0.5						
Y						501.4		THENARD	6.6					
								0.5						
						501.9		CROSSING P. E. RY.	6.1					
								0.2						
						502.1		ANAHEIM BOULEVARD	5.9					
								0.6						
						502.7		CROSSING P. E. RY.	5.3					
								0.2						
						502.9		TO-R WILMINGTON	5.1					
								1.6						
I						504.5		SAN PEDRO DRAWBRIDGE	3.5					
								1.0						
Yard BOWPK						505.5		SAN PEDRO	2.5					
								0.9						
						506.4		CENTER STREET	1.6					
								1.6						
						508.0		POINT FIRMIN	0.0					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★ See Footnote	Arrive Daily			(24.3)		Leave ★ See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.09) 10.00	(0.10) 9.00			........Time over District........ .....Average Speed per Hour.....		(0.12) 7.50	(0.14) 6.42	(0.14) 6.42	(0.12) 7.50	(0.12) 7.50

List of Intermediate Spurs page 11.

*No. 103 Union Pacific Streamliner leaves on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, 29th of each month.

*No. 104 Union Pacific Streamliner leaves on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

At Washington Street Junction trains from Union Pacific stop to clear Alameda Street and trains to Union Pacific stop before crossing over Westward track unless signal is received from Switch Tender.

Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from Yardman.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing must be equipped with back-up hose or pipe with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Thenard.

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Long Beach Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from End of Track
PY	501.4		THENARD	2.5
			0.4	
I	501.8		CROSSING A. T. & S. F. RY.	2.1
			0.2	
1	502.0		CROSSING U. P. RY.	1.9
			0.4	
	502.4		CROSSING P. E. RY. (Stop)	1.5
			0.2	
	502.6		MEAD	1.3
			0.3	
	502.9		GASPUR	1.0
			0.6	
Yard	503.5	TO	LONG BEACH	0.4
			0.1	
	503.6		CROSSING P. E. RY. (Stop)	0.3
			0.3	
	503.9		END OF TRACK	0.0
			(2.5)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Santa Ana Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Dyer
YWP	489.1	TO-R	FIRESTONE PARK	30.3
			1.0	
19	490.1		ARDMORE	29.3
			1.8	
I	491.9		CROSSING U. P. RY.	27.5
			0.2	
24	492.1		SOUTHGATE ATLANTIC BLVD	27.3
			1.1	
10	493.2		VINVALE	26.2
			1.8	
21	495.0	TO	DOWNEY	24.4
			2.4	
17 P	497.4	R	STUDEBAKER	22.0
			1.7	
39	499.1	TO	NORWALK	20.3
			2.1	
20	501.2		CARMENITA	18.2
			3.2	
76	504.4		BUENA PARK	15.0
			1.0	
32	505.4		ALMOND	14.0
			3.6	
Yard 24 WY	509.0		WEST ANAHEIM	10.4
			1.2	
Yard	510.2		ANAHEIM	9.2
			1.7	
30 P	511.9		TUSTIN JCT.	7.5
			5.1	
Yard BKWYOP	517.0	TO-R	SANTA ANA	2.4
			0.1	
	517.1		CROSSING W. LEG WYE	2.3
			0.1	
	517.2		CROSSING E. LEG WYE	2.2
			2.2	
63	519.4		DYER	0.0
			(30.3)	

Service by extra trains only
List of Intermediate Spurs page 11.

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Whittier Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Whittier
17 P	497.4	STUDEBAKER	5.9
		2.1	
	499.5	FULTON WELLS	3.8
		1.1	
15	500.6	LOS NIETOS	2.7
		0.0	
I	500.6	LOS NIETOS TOWER Crossing A. T. & S. F. Ry.	2.7
		0.4	
	501.0	CROSSING P. E. RY. (Stop)	2.3
		1.2	
39	502.2	EVERGREEN STREET	1.0
		0.9	
	503.1	CROSSING P. E. RY.	0.1
		0.1	
27 TW	503.2	WHITTIER	0.0
		(5.9)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Los Alamitos Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Los Alamitos
Yard YWP	509.0	WEST ANAHEIM	9.4
		2.3	
	511.3	NUTWOOD	7.1
		2.3	
	513.6	STANTON	4.8
		0.4	
	514.0	CROSSING P. E. RY. (Stop)	4.4
		0.1	
Y	514.1	STANTON JUNCTION	4.3
		4.3	
Yard	518.4	LOS ALAMITOS	0.0
		(9.4)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Smeltzer Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Wiebling
Y	514.1	STANTON JUNCTION	7.8
		3.3	
W	517.4	WESTMINSTER	4.5
		1.5	
15	518.9	SUGAR	3.0
		0.6	
27	519.5	SMELTZER	2.4
		1.0	
	520.5	WINTERSBURG	1.4
		1.4	
9	521.9	WIEBLING	0.0
		(7.8)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Tustin Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Tustin
30	511.9	TUSTIN JCT.	10.5
		0.5	
I	512.4	ANAHEIM TOWER Crossing A. T. & S. F. Ry.	10.0
		0.3	
	512.7	GRATTO	9.7
		1.8	
21	514.5	MARLBORO	7.9
		0.2	
	514.7	CROSSING A. T. & S. F. RY. (Stop)	7.7
		2.0	
18	516.7	VILLA PARK	5.7
		1.7	
33	518.4	MCPHERSON	4.0
		1.0	
18	519.4	EL MODENA	3.0
		3.0	
26 W	522.4	TUSTIN	0.0
		(10.5)	

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Duarte Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from End of Track
67 P	437.7	TO	ALHAMBRA	14.0
			1.0	
	488.7		CROSSING P. E. RY.	13.0
			0.8	
19	489.5		NORTH ALHAMBRA	12.2
			0.6	
18	490.1		EAST ALHAMBRA	11.6
			1.6	
	491.7		SAN MARINO	10.0
			4.8	
20	496.5		ARCADIA	5.2
			0.1	
I	496.6		ARCADIA TOWER Crossing A. T. & S. F. Ry.	5.1
			1.6	
52 W	498.2		MONROVIA	3.5
			1.9	
21 W	500.1		DUARTE	1.6
			1.5	
	501.6		RIVAS	0.1
			0.1	
59	501.7		END OF TRACK	0.0
			(14.0)	

Service by extra trains only
List of Intermediate Spurs page 11.

Eastward POMONA SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Pasadena Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Pasadena
67 WP	487.7	TO	ALHAMBRA	4.8
			0.8	
	488.5		CROSSING P. E. RY.	4.0
			1.0	
I	489.5		MARENGO TOWER Crossing P. E. Ry.	3.0
			0.4	
	489.9		SO. PASADENA	2.6
			0.7	
23	490.6		GARFIELD AVE.	1.9
			0.6	
15	491.2		RAYMOND HOTEL	1.3
			0.0	
	491.2		CROSSING A. T. & S. F. RY.	1.3
			1.3	
Yard WP	492.5		PASADENA	0.0
			(4.8)	

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Covina Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS		Distance from Pomona
96 PW	497.3	TO	BASSETT		17.8
			3.6		
34	500.9		BALDWIN PARK	Staff System	14.2
			0.1		
	501.0		CROSSING P. E. RY .(Stop)		14.1
			0.4		
28	501.4		CRUSHTON		13.7
			0.3		
	501.7		WITHAM		13.4
			0.6		
33	502.3		IRWINDALE		12.8
			1.8		
25	504.1		AZUSA AVENUE		11.0
			1.0		
Yard PW	505.1	TO	COVINA		10.0
			1.6		
9	506.7		SAVOY		8.4
			0.7		
27	507.4		CHARTER OAK		7.7
			1.1		
	508.5		CRSG. P. E. RY. LONE HILL	Staff System	6.6
			1.0		
38	509.5		SAN DIMAS		5.6
			2.4		
57	511.9		LA VERNE		3.2
			1.4		
	513.3		GANESHA JCT.		1.8
			1.8		
Yard KPTW 245	515.1	TO	POMONA		0.0
			(17.8)		

Service by extra trains only
List of Intermediate Spurs page 11.

Eastward POMONA SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Chino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Ontario
Yard KPTW 245	514.3	TO	POMONA	10.8
			1.1	
I	515.4		POMONA JCT. TOWER Crossing U. P. Ry.	9.7
			4.6	
Yard W	520.0		CHINO	5.1
			2.4	
	522.4		EUCLID AVENUE	2.7
			2.6	
I	525.0		CROSSING U. P. RY.	0.1
			0.1	
125 Yard P	525.1	TO	ONTARIO	0.0
			(10.8)	

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Time Table No. 173
February 13, 1938

Riverside Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Riverside
Yard BKWYOPT	539.0	TO	COLTON	7.2
			3.3	
98 P	542.3		HIGHGROVE	3.9
			1.0	
24	543.3		ORANGE CENTER	2.9
			0.7	
I	544.0		CROSSING A. T. & S. F. RY.	2.2
			1.4	
	545.4		RIVERSIDE JCT.	0.8
			0.8	
Yard P	546.2		RIVERSIDE	0.0
			(7.2)	

Service by extra trains only
List of Intermediate Spurs page 11.

Eastward POMONA SUBDIVISION Westward

Time Table No. 173
February 13, 1938

San Bernardino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from San Bernardino
Yard BKWYOPT	539.0	TO	COLTON	3.2
			3.0	
I	542.0		E. ST. TOWER Crossing A. T. & S. F. Ry.	0.2
			0.2	
Yard WY	542.2		SAN BERNARDINO	0.0
			(3.2)	

Service by extra trains only

BEAUMONT SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 173

February 13, 1938

Redlands Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Greenspot
73		544.5	TO BRYN MAWR	8.7
			0.5	
		545.0	MOTOR JCT.	8.2
			2.8	
Yard	W	547.8	REDLANDS, 2D STREET	5.4
			0.1	
		547.9	CROSSING P. E. RY. (Stop)	5.3
			2.6	
		550.5	MENTONE	2.7
			0.9	
Yard		551.4	CRAFTON	1.8
			1.8	
Spur	3	553.2	GREENSPOT	0.0
			(8.7)	

Service by extra trains only
See list of Intermediate Spurs.

CALEXICO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 173

February 13, 1938

Sandia Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Holtville
Yard 101	PY	675.7	TO CALIPATRIA	27.8
			6.1	
73		681.8	TURN	21.7
			5.0	
24	P	686.8	MUNYON	16.7
			3.0	
73		689.8	MOSS	13.7
			1.9	
24		691.7	ORITA	11.8
			2.5	
24		694.2	CURLEW	9.3
			3.3	
24	YP	697.5	SANDIA	6.0
			6.0	
		703.5	HOLTVILLE	0.0
			(27.8)	

Service by extra trains only
See list of Intermediate Spurs.

CALEXICO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 173

February 13, 1938

Westmorland Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Westmorland
Yard 101	PY	675.7	TO CALIPATRIA	12.6
			3.4	
		679.1	VERDANT	9.2
			1.5	
12		680.6	SHAMROCK	7.7
			2.5	
22		683.1	FONDO	5.2
			5.2	
64	YP	688.3	WESTMORLAND	0.0
			(12.6)	

Service by extra trains only
See list of Intermediate Spurs.

SALTON SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 173

February 13, 1938

Laguna Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Colorado
	744.4	POTHOLES	12.2
		0.6	
16	743.8	LAGUNA	11.6
		4.2	
25	739.6	SELLEW	7.4
		7.4	
	732.2	COLORADO	0.0
		(12.2)	

Service by extra trains only
See list of Intermediate Spurs.

CALEXICO SUBDIVISION

Time Table No. 173

February 13, 1938

	EASTWARD								WESTWARD			
	THIRD CLASS	FIRST CLASS							FIRST CLASS			THIRD CLASS
Capacity of Sidings in Car Lengths	452 S.D.&A.E. Mixed	92 Motor	820 The Imperial	94 San Diego Passenger	Distance from San Francisco		STATIONS	Distance from Calexico	91 Motor	93 San Diego Passenger	819 The Imperial	451 S.D.&A.E. Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
48 Yard BKWYOP		3.20 PM	4.35 AM		667.5	A. B. S.	TO-R NILAND	41.0	s 11.05 AM		s 10.25 PM	
							4.5					
P		f	f		672.0		ESTELLE	36.5	f		f	
							3.7					
Yard PY 92 W		f 3.33	s 5.05		675.7		TO-R CALIPATRIA	32.8	f 10.51		s 10.15	
							1.2					
Spur 77 P		f	f		676.9		BERNICE	31.6	f		f	
							4.1					
Spur 30 P		f 3.42	f 5.15		681.0		ROCKWOOD	27.5	f 10.42		f 10.00	
							5.2					
Yard BKWP 80		s 3.53	s 5.53		686.2		TO-R BRAWLEY	22.3	s 10.33		s 9.50	
							4.1					
P		f	f		690.3		GRAPE	18.2	f		f	
							5.3					
Yard 138 P		f 4.07	s 6.13		695.6		TO IMPERIAL	12.9	f 10.17		s 9.20	
							3.8					
Yard BKPY 52 W	6.00 AM	s 4.19	s 6.50	12.05 AM	699.4		TO-R EL CENTRO	9.1	s 10.07	s 3.55 PM	s 9.10	s 6.50 PM
							4.6					
Yard 75 P	f 6.15	f 4.29	s 7.08	f 12.13	704.0		HEBER	4.5	f 9.55	f 3.46	s 8.55	f 6.37
							4.5					
Yard BKWYOP	s 6.30 AM	s 4.40 PM	s 7.25 AM	s 12.23 AM	708.5		TO-R CALEXICO	0.0	9.45 AM	3.37 PM	8.45 PM	6.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.30)	(1.20)	(2.50)	(0.18)			........Time over District........		(1.20)	(0.18)	(1.40)	(0.25)
	18.20	30.75	14.47	30.30			......Average Speed per Hour......		30.75	30.30	24.60	21.84

Time of first class trains at Calexico applies at passenger station.

See list of Intermediate Spurs.

INTERMEDIATE SPURS

NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Santa Barbara—Burbank Jct.			**Colton—Indio**		
So. Cal. Edison	399.6	14	Oehl Packing Co.	540.4	16
Tapo Citrus Assn.	437.0	14	**Niland—Calexico**		
El Rio	405.6	12	Miller and Cummings	688.0	14
Todd	410.6	9	**Sandia Branch**		
Ojai Branch			Butters	689.6	11
Matilija	411.1	3	Fuller	699.4	9
La Cross	405.1	8	**Westmorland Branch**		
Weldons	402.4	3	Casaba	684.8	2
Wadstrom	400.3	19	**Laguna Branch**		
Ebba	399.4	3	Bard	737.8	14
Chrisman	399.0	12	**Duarte Branch**		
Santa Paula Branch			Sunnyslope	492.9	3
Kimball	404.5	15	**Covina Branch**		
Briggs	413.3	2	P. E. Ry.	502.0	3
Kevet	415.9	8	Lateen	503.0	8
Keith	421.2	22	Hobbs	512.9	14
Fillmore Gravel Pit	423.8	33	**Riverside Branch**		
Wilshire	426.8	8	Grand Terrace	541.2	2
Cates	429.2	8	**Redlands Branch**		
Rockbank	432.5	18	Eastberne	549.2	7
So. Cal. Edison	446.2	26	Warner	549.9	2
Burbank Branch			**San Pedro Branch**		
Lapaco	463.9	3	Dolores	498.4	2
Saugus—Los Angeles			**Santa Ana Branch**		
Consolidated Rock	465.1	10	Mirakol Chemical Co.	513.3	6
Industrial	477.9	22	**Los Alamitos Branch**		
Taylor	479.3	30	Neff	510.3	3
Los Angeles—Colton			**Tustin Branch**		
Stoneman	489.3	14	D. Hewes	520.1	6
Ambler Grain Mill	491.3	13			
Rudell	491.7	14			
Savanna	493.2	57			
C. C. Stafford	496.5	16			
International Livestock	498.4	14			
Hill-Benton	508.1	12			
Viento	526.1	11			

Figures shown in time table, under heading "Capacity of Sidings in Car Lengths," denote number of cars averaging 46 feet that the respective sidings will hold, not including cabooses or engines.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel-Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40- 154		78,000		
“ “ — “ “ 155- 224		89,000		
“ “ — “ “ 500- 506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
“ Cars 107-128 (ACW)			182,800	182,800
“ “ 140-141 (ACW)			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			120,900	104,500
“ — “ —Art. (ACS)			205,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000#
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Daylight—(12 car train) (ACS)			1,344,080	1,147,280
“ —Co. Bagg. & Coach (ACS)			118,940	102,540
“ —Art. Chair (ACS)			203,640	170,840
“ —Tavern (ACS)			130,850	114,450
“ —Diner (ACS)			129,860	113,460
“ —Parlor (ACS)			115,880	99,480
“ —Parlor-Obs. (ACS)			118,690	102,290
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman-Observation (ACI)	160,800	153,000	177,314	169,200
“ “ (ACM)	160,800	153,000	192,300	176,300
“ “ Lounge (ACM)	171,200		194,900	178,900
“ “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H.P.	158,400			
“ “ “ —600 H.P.	167,200			

#Steel underframe.

CODE:—
NAC—Non-Air Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air Conditioned—Mechanical System.
ACW—Air Conditioned—Waukesha System.
ACS—Air Conditioned—Steam Ejector System.

SPECIAL INSTRUCTIONS

“SAFETY”

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Los Angeles
Wm. B. Baehr, 103 Pacific Electric Bldg.
Geo. D. Davidson Co., 445 S. Spring St.
O. H. Patzer, 2708 North Broadway
Ralph Laraway, 1222 San Fernando Rd.

Glendale	John R. Leaney	Indio	F. B. Dozier
Whittier	F. A. Pensinger	Yuma	Wm. Baird
Santa Ana	R. H. Ewert	Yuma	J. H. Huber
Oxnard	Jack Davis	San Fernando	F. G. Marshall
Santa Barbara	I. F. Bitterly	Van Nuys	C. H. Berggren
San Pedro	Chas. E. Perham	Ventura	R. W. Cummings
Long Beach	P. T. Myers	Brawley	F T. De Arman
Pasadena	J. Herbert Hall Co.	El Centro	R. E. Couch
Pomona	W. B. Parsonage	Fillmore	Harvey H. Hoy
Colton	E. W. Cosgrove	San Bernardino	Chas M. Hanf
Redlands	Howard S. Smith	Riverside	F. S. Fisher
Beaumont	J. Fred Sprague	Calexico	C. L. Wells

RULE 10. Between Grand Terrace and San Bernardino signals must be placed on east side of track.

RULE 10 (J). A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 98 and 99 when these trains consist of streamlined cars and GS-2 or GS-3 class engines.

The speeds indicated by white oval slow boards apply to trains 98 and 99 unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99:

Saugus	Trains on Santa Paula Branch.
Burbank Jct.	Trains on Coast line via North Los Angeles and trains on Burbank Branch.
Mission Jct.	Trains on River Station Tower line.
Pomona	Trains on Covina Branch.
Ontario	Trains on Chino Branch.
Araz Jct.	Trains on Inter-Cal. line.
Colorado	Trains on Laguna Branch.

RULE 14 (e). As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99:

Calipatria	Trains on Sandia and Westmorland Branches.
Niland	Trains on Calexico line.
Bryn Mawr	Trains on Redlands Branch.
Colton	Trains on Riverside and San Bernardino Branches.
Pomona	Trains on Chino Branch.
Bassett	Trains on Covina Branch.
Alhambra	Trains on Duarte and Pasadena Branches.
Chatsworth	Trains on Burbank Branch.
Ventura Jct.	Trains on Ojai Branch.
Montalvo	Trains on Santa Paula Branch.
Thenard	Trains on Long Beach Branch.
Firestone Park	Trains on Santa Ana Branch.
Studebaker	Trains on Whittier Branch.
West Anaheim	Trains on Los Alamitos Branch.
Tustin Jct.	Trains on Tustin Branch.
Stanton Jct.	Trains on Los Alamitos Branch.
River Station Tower	Trains on Mission Jct. line.

RULE 17 (C). Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators of engines on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 26. When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, Colton; cars on these tracks must not be coupled to or moved.

RULE D-71. Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Observation check may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Westward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Observation check may be made by westward trains on double track between Yuma and Araz Junction, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

RULE 83 (A). At the following stations only trains indicated will register.

Los Angeles Yard and Los Angeles, originating and terminating.

Light engines will not register at Los Angeles Yard except those to and from the Firestone Park Sub-division.

When directed to register at an intermediate station, an extra train must show in column captioned "signals," the number and date of train order authorizing its movement; also the restricting order if such an order is in effect.

Rule 83 (B). Trains may register by ticket as follows:

Colton	First class trains
Colton	Eastward third class and extras arrival
Niland	Nos. 1, 2, 3, 4, 5, 6, 43, 44, 822, 824
Calipatria	Nos. 91 and 92
Indio	First class except Nos. 819 and 820

SANTA BARBARA

Train order office is located at freight house.

Conductors and engineers of westward first-class trains receiving train orders and instructions at freight house will deliver them to relieving crew at passenger station.

First-class trains must register by ticket at freight house.

RULE 83 (D). Trains must obtain clearance before leaving:

San Joaquin Division routed trains must obtain San Joaquin Division clearance authorizing movement west of Burbank Jct., in addition to Los Angeles Division clearance, at initial station on Los Angeles Division. Each clearance must be properly designated.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule. Trains to and from San Joaquin Division are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal.

Los Angeles Yard, River Station Tower or Firestone Park, en route to Firestone Park Subdivision.

Beaumont	All trains.
Yuma	Inter-California Railway routed trains, Inter-California Railway clearance in addition to Southern Pacific clearance.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

Santa Barbara
Ventura
Montalvo (on Santa Paula Branch only)
Oxnard
Santa Paula
Fillmore
Saugus
San Fernando
Los Angeles
Pasadena
Santa Ana
Anaheim
West Anaheim
Los Alamitos
San Pedro
Long Beach
Pomona
Covina
Chino
Ontario
Colton
Riverside
San Bernardino
Redlands (Second St.)
Crafton
Beaumont
Indio
Niland
Yuma
Calipatria
Brawley
Imperial
El Centro
Heber
Calexico

Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of west switch.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal one long, one short, one long.

Switch leading westward off westward main track towards Butte Street Yard, near 27th and Alameda, Los Angeles, also crossover switches in same location, may be left as used.

Engines must not go beyond a point 125 feet east of east storage track switch and must not exceed 10 miles per hour on Edison spur Chino.

At Colton trains and engines must stop clear of lead to P.F.E. Yard on west leg of wye and before crossing lead on east leg of wye, except on receiving signal from member of crew or herder at either of the locations, train may proceed without stopping.

In the absence of herder, member of crew must precede the train or engine and ascertain that no train or engine is approaching before fouling the lead or crossing.

RULE 95. Eastward first-class trains taking down signals at Colton must do so at yard office.

Eastward trains from San Joaquin Division holding train-order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE 97. Extra trains must not run via Santa Paula, Burbank, Covina, Chino, or Sandia branches unless train order so specifies.

RULE D-97 (A). Will apply between Santa Barbara and East Santa Barbara, Burbank Jct., Firestone Park and Alhambra and between Araz Jct. and Yuma.

Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED.

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Date Street on Macy Street, Holbrook, Merrill and Stetson Spur, just east of Naud Jct.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.

Trains and engines must stop before proceeding over city-owned double tracks at McFarland Avenue, Wilmington. If crossing is seen to be clear, may then proceed.

Pacific Electric Railway:

North Hollywood—STOP.

Van Nuys, Canoga Park—Approach not exceeding 8 miles per hour. If crossing clear, proceed.

One mile east of Tweedy, 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.

First crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.

Trains and engines must stop before proceeding over Pacific Electric crossing one mile east of Thenard (Long Beach Branch) and 0.4 mile east of Stanton, and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of railroad will be brought to a stop before proceeding over the crossing.

Griffith Lumber Spur, Santa Ana—STOP.

Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.

Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing.

Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail.

Cars must not be kicked over a railroad crossing not protected by an Interlocking plant, unless a member of the crew is at crossing.

West end Calexico Subdivision at Niland is at connection just west of station.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)

Limoneria Spur and Rockbank—Telegraph Road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.
South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.
Duarte—Foothill Boulevard, east of Station.
Anaheim—Los Angeles Street.
Santa Ana—Fourth Street.
Alhambra—Mission Road on track leading to Edison Plant.
Indio—Highway California Date Growers Assn. spur.
Yuma—All crossings in old yard.

Before pushing or backing cars on house track or drill track over Main Street crossing, El Centro, flagman must be placed on crossing until leading car has passed.

RULE 104. The normal position of switches at junction points is as follows:

East Santa Barbara	Oil buffer spring switch—westward trains.
Firestone Park (eastward)	Los Angeles—Anaheim Blvd.
Firestone Park (westward)	Santa Ana—Los Angeles.
Stanton Jct	West Anaheim—Los Alamitos.
Alhambra	Switch in westward siding for Duarte Branch.
Ganesha Jct	170 feet east of LaVerne and Lone Hill—Pacific Electric Line.
Ontario	Switch in siding for siding.

Inside crossover switch west end team track, Ventura, must be left lined for the straight track instead of crossover.

RULE 104 (D). Use of heavier than "C" class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

RULE 105. West end Burbank Branch, Chatsworth, is at East Connection Switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

Saugus—Track opposite station extending from westerly connection 863 feet east of station to connection with main track 722 feet west of station, shall be known as the middle siding. First-class trains meeting at Saugus use middle siding unless otherwise instructed.

Oxnard—West switch to siding located at signals 4077 and 4078. Inside switch on siding must be left lined for drill track.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding.

At Colton, taking siding, initial switch for eastward first-class trains is just east of A. T. & S. F. Ry. crossing, and for eastward freight trains is switch just east of Ninth Street, leading into train yard. Eastward inferior trains using main track between A. T. & S. F. Ry. crossing and switch leading into train yard must do so only under protection against superior trains.

When first-class trains meet at Indio, eastward train take siding through connection just west of station.

Eastward extra passenger trains, unless otherwise instructed, take siding at Indio, using connection 200 feet east of signal 6110.

Trains taking siding at stations where eastward and westward sidings are designated by the letters "E" and "W", respectively, must enter at initial switch, direction bound, unless otherwise instructed. At Palm Springs westward siding is next to main track and eastward siding is second from main track, and inside switches at approaching end of siding must be left lined accordingly.

RULE 221. Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula, Duarte, Pasadena and Covina branches except when train orders are to be delivered.

Los Angeles yard is a train-order office for trains originating only.

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance reading:

"OK at............M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard Raymer, Penrose Ave., Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Skids at Santa Barbara, one located on fence next main track west of Chapella Street, other on fence west of Montecito Street.

A skid must be placed on rail, against wheel of east truck, of cars set out on passenger house track to prevent movement should hand brakes be released.

After skids have served their purpose, they must be returned to their proper location.

RULE 827. On freight trains moving on Ojai, Santa Paula, Burbank, Tustin, Los Alamitos, Duarte, Covina, Chino, Redlands and Laguna branches, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

TRAIN AND AIR INSPECTION

Freight trains eastward must stop at Cabazon and Garnet, and westward at El Casco or Ordway 10 minutes for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, not less than 10 minutes inspection will be made, and subsequent run for inspection must not exceed 14 miles where not less than 10 minutes inspection must be made.

When an eastward train is delayed to exceed 25 minutes at an inspection point. subsequent run for inspection must not exceed 10 miles.

Eastward freight trains, which do not stop at Rimlon, must stop 5 minutes at Edom.

Engines running light on descending grade between Colton and Edom must stop for inspection a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

Between Yuma and Niland, trains handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward trains may run Niland to Drylyn, and Acolita to Yuma.

AIR BRAKE RULE 11.

Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

Air brake test must be made before descending grade from Beaumont.

Within limits Los Angeles Yard air brake test must be made only leaving originating point unless continuity of brake pipe has been disturbed.

In conjunction with air brake test leaving Los Angeles Yard, Yuma, and approaching Burbank Junction eastward, communicating signal 16-H will be used.

If the air brake on a westward train is used at Burbank or Burbank Junction, test approaching Raymer interlocking limits is not required on that train.

AIR BRAKE RULE 17.

At Beaumont: Rear end test must be made by freight trains immediately before leaving; except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

Rear end test on incoming freight trains after setting out cars in one unit of Los Angeles Yard and before proceeding to another need not be made.

Before a train which has stopped on grade is signalled to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

AIR BRAKE RULE 56.

PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.

FREIGHT TRAINS

125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars as follows:

At Tunnel or Sylmar turn up each alternate, beginning with head car; at Pacoima turn down those in use and turn up each alternate, beginning with next to head car; at Burbank Junction turn down.

If, in the judgment of the engineer, or conductor, additional retaining valves are required to properly control speed of the train, trainmen shall turn them up accordingly.

Where retaining valves are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

RULE 829. Westward passenger trains, except Nos. 69, 1 and 75, of 14 or more cars, take water at Oxnard and in making station stop, Santa Barbara, rear of train must clear State Street.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834—addition—must not be placed next to cab of Mallet or AC engines.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

RULE 843. When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

RULE 869. All brakemen must ride on top of their train as follows:

Tunnel to Burbank
Beaumont to Edom
Beaumont to Colton

Exception: Rear brakeman Tunnel to Burbank and Garnet to Edom.

Trainmen must remain with their portion of train until it comes to rest on designated track in yards.

Brakeman assigned as swingman of a crew must ride near middle portion of train assigned to him as follows:

Chatsworth to Glendale
Alhambra to Bassett
Bloomington to Colton
Knob to Yuma
Pomona to Puente
Hasson to Camarillo.

Additional swingmen must ride near middle of portion of train assigned to them.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

AUTOMATIC BLOCK SYSTEM

Block Signals in addition to those shown in brackets on schedule pages are in operation as follows:

River Station Tower and Naud Junction	Eastward Track
College Street and River Station Tower	Westward Track
Mission Junction and Naud Junction	Westward Track
River Station Tower and Mission Junction	
Dayton Ave. Tower to East Bank Junction	
Firestone Park governing westward trains.	
Piru, East and West end	Distant signals
Camulos, East end	Distant signal
Newhall Ranch, East end	Distant signal

When signals 4789, 4791, 4793 and 4790 indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender.

El Casco. Entering siding, eastward trains governed by diverging route semaphore arm, westward trains by light signal. Push buttons 5521 and 5523 attached to signal 5523. When westward train on main track to let train pass, member of crew will press push button 5521. Westward train on siding to let train pass should not pass overlap post 500 feet east of signal 5521. If necessary to pass overlap post, member of crew will press push button 5523. Signal 5521, normally dark, will light when train enters overlap. If signals governing use of siding indicate "stop" be governed by Rule 509.

Cabazon. Push buttons and indication lights 5742 and 5744 attached to signal 5744. Lights indicate push button selection but not clear block. When eastward train on main track to let train pass, member of crew will press push button 5742. Eastward train on siding to let train pass should not pass overlap post 500 feet west of signal 5742. If necessary to pass overlap post, member of crew will press push button 5744. Signal 5742, normally dark, will light when train enters overlap. Signal 5733, normally dark, will light when train enters approach circuit 900 feet east of signal, but will not indicate "proceed" until switch is properly lined and block in advance clear.

Dwarf light block signal 7320, east leg of wye Colorado, is normally dark. When derail closed signal will light and indicate stop. When route is properly lined, and no train or engine in block, signal will indicate proceed. Train or engine moving to westward main track throw derail first, and when moving to eastward main track throw derail, then switch at west end of crossover.

Dwarf light block signal 6992, El Centro, governing movement eastward trains of S. D. & A. E. is normally dark. When route properly lined and no train or engine in block signal will indicate proceed. If it continues to indicate stop 2 minutes after route is lined, be governed by Rule 509.

OIL BUFFER SPRING SWITCHES

These switches located as follows and speed indicated must not be exceeded passing over them:

End of double track, East Santa Barbara—Eastward, 15 M.P.H.; Westward, 20 M.P.H.

East end of freight lead, East Santa Barbara—Westward, main track, 20 M.P.H. Dwarf Light Block Signal governing eastward movement from Freight Lead to Main Track at Clearance Point. Signal normally dark, but will display light indication when train or engine enters lighting circuit on lead. If the Main Track either side of the switch within the lighting circuit is occupied, Signal will indicate Stop. If signal indicates stop, train may proceed in accordance with Rule 509, but must be protected as prescribed by Rule 99.

West end Siding El Casco—Entering or leaving siding, 20 M.P.H.

East end Siding Cabazon—Entering or leaving siding, 20 M.P.H.

When a train is authorized to enter main track from siding at El Casco and Cabazon, oil buffer spring switch must be thrown by hand unless signal governing movement indicates "proceed".

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The following block signals have included in their control limits some special protective device. When these signals indicate "STOP", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Signal	Protects	Location
3721	Oil buffer spring switch	East Santa Barbara
3727	Oil buffer spring switch	East Santa Barbara
4574	Culvert 457 D	Between Tunnel and Sylmar
4579	Culvert 457 D	Between Tunnel and Sylmar
5520	Oil buffer spring switch	El Casco
5521	Oil buffer spring switch	El Casco
5742	Oil buffer spring switch	Cabazon
5745	Oil buffer spring switch	Cabazon

Block signals—4500 to 4513 Saugus—5396 Colton—6110, 6115, 6116, 6118, 6119, 6121 Indio—7085 Calexico, govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

RULE 509 (E). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULES 512 and 512 (A). Switch indicators and dwarf signals located

Ventura Jct.
Montalvo Wye.
West end house track, Oxnard.
Hill-Benton spur between Walnut and Spadra.
East end yard track, Indio.

When switch indicator shows block clear, derail and switch may be lined for movement to main track. Signal is normally dark, but when derail is lined, signal will light and indicate stop. When derail and switch are both lined and block is clear, signal will indicate proceed. When switch indicator shows block occupied derail only may be lined. After waiting two minutes switch may be lined. If signal indicates stop after switch and derail have been lined, train will proceed as prescribed by Rule 509.

RULE 516. At Haig, Nicklin, Pershing, Mons and Flowing Well be governed by following:

When holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or derailer.

Overlap posts are located at:

Newhall —Eastward trains—2000 feet east of west switch.
Bernice —Westward trains—Midway between switches.
Colorado —Eastward trains—signal 7318.

INTERLOCKING

When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give two short, one long and two short sounds of steam whistle for the information of signal operator.

LOS ANGELES YARD
BURBANK JUNCTION TOWER

To Roscoe or Los Angeles, one long.
To Hewitt, one long, four short.
To siding, five short.
To Industrial lead, one short, one long, one short.

GLENDALE TOWER

To or from lead unit "A," five short.

DAYTON AVENUE TOWER

To Glendale or Los Angeles, one long.
To East Bank line, or "C" unit, five short.
To Midway unit or freight lead, one long, one short, one long.

If Signal 4808-SA indicates stop, train may if yellow flashing light is displayed, proceed in accordance with Rule 663 (a). In the event flashing light not received, call tower on telephone for authority to proceed under Rule 663 (b).

If either interlocking signal at west end of East Bank Line or interlocking dwarf signal at first crossover west of East Bank Junction on East Bank line, governing movements against current of traffic on eastward track indicate stop, call tower on telephone for authority to proceed under Rule 663 (a).

RIVER STATION TOWER

To Glendale or Los Angeles, one long.
To Mission Junction or Yard lead, five short.

To tracks one to five inclusive or to "B" shed, except track one, one long, one short, one long.

To tracks six to eleven, inclusive, or to track one "B" shed, one long, four short.

To Mission Junction against current of traffic, four short, one long.

NAUD JUNCTION TOWER

To Mission Junction, four short.

MISSION TOWER

To Alhambra or Naud Junction or east or west on East Bank Line, one long.

To Roundhouse and to or from East Bank or Alhambra, one long, four short.

To River Station Tower, five short.
To Brewery spur or Lacy Manufacturing Co., three long, one short.
To Union Pacific transfer, four short, one long.

To outbound roundhouse track, or Pacific Coast Packing Co., one long, one short, one long.

To Pressed Brick spur, two short, one long, one short.
To Barber Asphalt Co., one short, one long, one short.

To River Station Tower against current of traffic, one long and one short, followed by five short.

CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, one long, one short, one long.

NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

THENARD TOWER

Governs crossing A. T. & S. F. Ry., M.P. 500.9 San Pedro Branch, also U. P. Ry. crossing M. P. 502.0 and A. T. & S. F. Ry. crossing M. P. 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones to call signal operator located at A. T. & S. F. and U. P. crossings. Call signal operator when using electric switch lock on Texas Oil Spur, Long Beach branch.

SANTA ANA BRANCH

SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

ALHAMBRA TOWER

Switch at end of double track and derail on eastward track are operated by signal operator. If signals indicate stop call signal operator on telephone and when authorized by him, proceed in accordance with Rule 663 (b). Rule 605 does not apply at this tower.

EL MONTE TOWER

To or from siding, five short.

CHINO BRANCH

POMONA JUNCTION TOWER

To Packing House track, one long, four short.

ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

BLOOMINGTON TOWER

To or from siding, five short.
To house track or packing house spur, one long, one short, one long.

COLTON TOWER

To No. 1 track, one long four short.
To No. 2 track, one long, one short, one long.
To Riverside, one short, two long.
To Santa Fe interchange, five short.

SAN BERNARDINO—E STREET TOWER

To wye, one long, one short, one long.
To house track, three long, one short.
To Pacific Electric track, one long, four short.

HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

ARAZ TOWER

Switches at Araz Junction are operated by signal operator.

If signals indicate stop, call signal operator on telephone and when authorized by him, crank switches if route is not properly lined, and proceed in accordance with Rule 663 (b).

Crank and instructions in box on post opposite switch.

For Inter-California Railway, one long, four short.
Crossover switches at Araz will be thrown by signal operator.

AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

STAFF SYSTEM

COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

MISCELLANEOUS

1. Leading engines on freight trains of over 30 cars descending grade must be detached while taking water at Moorpark, Chatsworth, Raymer, San Fernando, El Casco, Beaumont, Cabazon, Palm Springs, or Garnet.

3. Freight trains of over 70 cars exceeding 4500 M's with one 2-10-2 engine or 5300 M's with one S. P. class engine must be doubled from Chatsworth to Hasson.

4. For the purpose of pushing trains out of yards:
(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
(b) Engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.
(c) Air will not be coupled through pusher engine.
(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.
(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:
(a) No helper engine will be placed behind wooden underframe cars or cabooses.
(b) Helper engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.
(c) In no case will more than one helper engine be placed behind steel underframe cabooses.
(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jct. and Saugus C and heavier class must be placed ahead of AC class.
(e) Helper engines on freight trains must be placed in rear through Tunnels 25 and 26.
(f) Engines with cars must not be cut off or coupled to a train while same is in motion.
(g) Engines must not be cut off head end of trains while same are in motion.
(h) When helper engine is coupled behind caboose angle cocks must not be turned and hose separated while train is in motion.

6. Ventura County Railway has preference on Oxnard Wye.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half-mile from station.

10. Pocket track, Saugus, extending west from westward siding, must not be used by trains.

Tracks diverging from main track to following industries and routes Los Angeles yard must not be used by engines equipped with pony or engine truck:

Lincoln Warehouse Spur, College Street,
Paraffine Spur, Main Street, just east of Naud Junction,
Kerckhoff Lumber Co., Naud Junction,
Daniels Spur, West of Aliso Street,
City Water Department, Ducommon Street,
Los Angeles Warehouse, Jackson Street,
Jackson Street Drill, Jackson Street,
Wickwire Spencer Steel Co., Turner Street,
California Hardware, Davies Spur No. 1 and Davies Spur Extension, between 1st and 2nd Streets,
Roeblings Spur, 2nd Street.
Haas, Baruch & Co., Panama No. 3, Panama No. 4, Ducommon Spur, between 2nd and 3rd Streets.
Southern California Box Co., between 3rd and 4th Streets.
Bekins Van and Storage Co., 4th Street.
Fifth Street Team, 5th Street.
Simmons Bed Co., between 5th and 6th Streets.
New Sixth St. Market, 6th Street.
Old Sixth St. Market, between 6th and 7th Streets.
Santa Monica Air Line, 25th Street.

F, Mt, SP and AC class engines must not be used on any Branch.

Engines heavier than F Class must not use transfer track at San Fernando.

Engines heavier than C5 class must not be used on Pasadena and Duarte Branches.

Engines heavier than C class must not be used on Ojai and Tustin Branches.

Engines heavier than M class must not be used on Smeltzer, Los Alamitos and Laguna Branches.

Engines heavier than C class must not be used on tracks at points listed below:

Santa Barbara Yard	In old yard, Caboose, Swamp, team behind freight house. Must not back up through short crossovers at west end freight yard.
Summerland	All, except main track and west end of oil track for a distance of 450 feet from clearance point.
Ortega	Spur off west end of siding.
Carpinteria	Spur, outfit, MOD spur east of road crossing.
Seacliff	House, 200 feet beyond clearange point, both ends.
Ventura	Wholesale Grocery, Union Oil, Corral, spurs on Ojai branch between Ventura Jct. and Main St. except Hobson Bros. and water spurs.
Montalvo	Spur off west end siding, all tracks in Old Yard except Main track, Texaco Oil spur.
El Rio	Spur.
Oxnard	Wye and No. 4, G & G spur west of packing shed. High lines A, C, S Yard.
Todd	Spur.
Leesdale	Beet beyond clearance point.
Sucrosa	Beet.
Camarillo	S.P. Milling from west switch to point 90 feet west of switch to Walnut House.
Somis	Corral and S.P. Mill beyond west end warehouse.
Lagol	Spur.
Moorpark	Corral, Standard, Union Oil spurs and S.P. Mill beyond west end warehouse.
Strathearn	Corral.
Simi	Warehouse.
Santa Susana	Tapo spur Mill, Corral, Oil spur.
Hasson	Spurs at east end Hasson siding.
Chatsworth	Storage, all tracks in Old Chatsworth Park yard from a point 100 feet west of switch.
Hewitt	Team.
Wahoo	Quarry.
San Fernando	Newmark, track.
Tunnel	Water, magazine spur.
Waltz	Powder spur.
Elayon	Oil spur.
Saugus	Team, water, and house.
Aurant	Storage.
San Pedro	High line.

Rudell	Spur.
Pomona	Back team track west of Main St. Winery spur.
Ontario	Orange Products spur south side building and Assets Corporation,
Declezville	Quarry tracks.
Beaumont	West end oil unloading track, Blinn Lumber spur.
Rockwood	Spur.
Brawley, El Centro, Calexico	Icing tracks or leads.
El Centro	Old wye.
Calexico	Wye.
Between Niland and Calexico	Industry tracks.
Between Indio and Yuma	Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby.
Mecca	Water track beyond 100 feet east of crossing.
Iris	House track.
Knob	House track.

Engines must not use Consolidated Rock tracks, Roscoe, beyond derails west of Radford Ave.

AC class engines must not use Day track Saugus or Wye Colton.

Engines must not pass over scale in Guasti Winery spur near east end.

Southern Pacific crews must not use the most westerly track at Declez Quarry.

Engines must not use Lime Spur, hog ranch, South Fontana.

Engines must not use Hill-Benton spur east of Walnut beyond 1300 feet from main track switch.

F and S.P. class engines may use Ojai branch at Ventura Jct. and Santa Paula branch at Montalvo providing sufficient cars are held on to, to keep engines off light rail at turnouts.

20. Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train. Freight car or cars, must not be handled behind any car carrying passengers. The term "freight" does not include a baggage, express, or mail car, or a caboose.

Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

23. Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.

DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.

Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.

Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch mile post 676.05.

WESTMORELAND BRANCH

Calipatria—171 feet east of junction switch mile post 676.05.

OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

		PASSENGER—STREAMLINED	CARS OTHER THAN STREAMLINED				FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	TERRITORY	CARS with G S 2 or G S 3 Cross Counter-balanced Engines	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors	With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines	With C-2 to 10 incl. C 18-29 incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P, A, Mt. 1, 2, 3, 4, 5, G S	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2
2, 3	Santa Barbara and Burbank Jct. via Oxnard and Raymer as follows:												
2, 3	M.P. 370.70-372.27	20	20	20	20	20	20	20	20	20	20	20	20
2, 3	M.P. 372.27-383.66	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	Over bridge M.P. 375 Q	30	30	30	30	30	30	30	20	30	30	30	30
2, 3	M.P. 383.66-388.00	45	45	45	45	40	30	20	20	30	30	30	30
2, 3	M.P. 388.00-400.00 (except following four locations)	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 389.83-390.03	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 390.84-391.23	40	40	40	40	40	30	25	20	30	30	30	30
2, 3	M.P. 396.67-397.09	40	40	40	40	40	30	25	20	30	30	30	30
2, 3	M.P. 397.09-398.20	25	25	25	25	25	20	20	20	20	20	20	20
2, 3	M.P. 400.00-418.00 (except following five locations)	75	65	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 402.10-402.36	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 403.27-403.88	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 405.27-405.74	55	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 407.22-408.08	40	40	40	40	40	20	20	20	20	20	20	20
2, 3	M.P. 414.87-415.36	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 418.00-421.50	65	55	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 421.50-426.25	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 426.25-437.50 (except following two locations)	65	55	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 429.49-429.84	55	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 431.80-432.20	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 437.50-440.90	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 440.90-444.39	40	40	40	40	40	25	20	20	30	30	30	30
2, 3	M.P. 444.39-462.38 (except	75	65	50	45	40	35	30	20	35	35	35	30
	over P. E. Crossing Raymer)	60	60	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 462.38-462.70 Eastward	40	40	40	40	40	30	30	20	30	30	30	30
	M.P. 462.38-462.70 Westward	35	35	35	35	35	30	30	20	30	30	30	30
4,5,6, 7,8,11	Saugus and Yuma; Niland and Calexico; except as otherwise provided for	50	50	50	45	40	35	30	20	35	35	35	30
4, 5	East switch Saugus and West Portal tunnel 25		40	40	40	40	25	25	20	25	25	25	25
4, 5	West Portal Tunnel 25 and M.P. 458.14		30	30	30	30	20	20	20	20	20	20	20
4	M.P. 458.14-471.60 (Eastward only)						25						
4, 5	M.P. 458.80-458.94		40	40	40	40	25	25	20	25	25	25	25
4, 5	Burbank Jct. Crossover west of tower		30	30	30	30	20	20	20	20	30	30	30
	Burbank Jct. Crossover east of tower	35	35	35	35	35	20	20	20	20	20	20	20
4, 5	Burbank Jct. and Dayton Ave. tower						25	25	20	25	25	25	25
4, 5	Glendale tower and Eastward home signal Dayton Ave. tower	40	40	40	40	40							
4, 5	Eastward home signal Dayton Ave. tower and River Sta. Tower	25	25	25	25	25	15	15	15	15	15	15	15
4, 5	Through turnouts each end main tracks Los Angeles Yard	30	30	30	30	30	20	20	20	20	20	20	20
4, 5	On third track Glendale tower and west lead "A" Yard	15	15	15	15	15	15	15	15	15	15	15	15
4, 5	Entering and leaving tracks west end Midway yard Los Angeles yard	10	10	10	10	10	10	10	10	10	10	10	10
6	East bank line, Dayton Ave. Tower and East Bank Jct.		20	20	20	20	20	20	20	20	20	20	20
6	Over switch end of double track Alhambra, eastward trains		30	30	30	30	20	20	20	20	20	20	20
6	M.P. 491.20-494.05		60	50	45	40	35	30	20	35	35	35	30
6	M.P. 494.05-495.30		30	30	30	30	30	30	20	30	30	30	30
6	M.P. 495.30-505.10; 511.60-513.80		60	50	45	40	35	30	20	35	35	35	30
6	M.P. 513.80-514.80		30	30	30	30	30	30	20	30	30	30	30
6	M.P. 514.80-519.70		60	50	45	40	35	30	20	35	35	35	30
6	M.P. 519.70-520.70		30	30	30	30	30	30	20	30	30	30	30
6	M.P. 520.70-536.65		60	50	45	40	35	30	20	35	35	35	30
6, 7	M.P. 536.65-540.00		30	30	30	30	30	30	20	30	30	30	30
7	M.P. 546.3-540 (Westward only)						25	25					
7	M.P. 546.3-589.00 (descending grade)						20	20	20	35	35	35	30
7	M.P. 546.3-562; 568-589		40	40	40	40							
7	M.P. 589.00-West switch Indio, except,		60	50	45	40	35	30	20	45	40	35	30
7	M.P. 589.00 to 599.00 eastward freight and engines backing						25	25					
7	Indio to Edom (westward freight trains only)						40						
7, 8	Between outside switches Indio		30	30	30	30	30	30	20	30	30	30	30
8	East switch Indio-M.P. 632.00; 634.96-684.00		65	50	45	40	40	30	20	45	40	35	30
8	M.P. 666.58-668.04 (Niland)		30	30	30	30	30	30	20	30	30	30	30
8	M.P. 695.50-713.00		65	50	45	40	40	30	20	45	40	35	30
8	M.P. 713.00-723.00		60	50	45	40	35	30	20	35	35	35	30
8	Araz Jct. through all switches and through crossovers at Araz		30	30	30	30	20	20	20	20	20	20	20
8	West switch Colorado and Yuma		15	15	15	15	15	15	15	15	15	15	15

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

		PASSENGER					FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	TERRITORY	Maximum	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors	With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines	With C-2 to 10 Incl. C 18-29 Incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P, A, Mt. 1, 2, 3, 4, 5, G S	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2
11	Laguna Branch	15					15	15	15				
11	Westmorland Branch	25					25	25	20				
11	Over Alamo bridge, Calipatria and Rockwood	30	30	30	30	30	20	20	20	20	20	20	20
11	Calipatria and Sandia	25					25	25	20				
11	Sandia and Holtville	20					20	20	20				
11	Calexico west outside switch and international boundry line	25	25	25	25	25	25	25	20	25	25	25	25
2	Ojai Branch	25					25	25	25				
2	M.P. 407 and 408 Ojai Branch	10					10	10	10				
2	Burbank Branch	25					20	20	20				
3	Santa Paula Branch	30					25	25	20				
3	M.P. 414.06 and 414.20, Santa Paula Branch	30					18	18	18				
3	M.P. 431.62 and 438.10, Santa Paula Branch	25					18	15	15				
3	M.P. 439.05 and 439.41, Santa Paula Branch	25					18	15	15				
3	M.P. 440.93 and 441.96, Santa Paula Branch	25					18	15	15				
3	M.P. 444.20 and 444.84, Santa Paula Branch	30					18	18	18				
9	Clement Jct. and Firestone Park	20					20	20	20				
9	Home signals Nadeau interlocking plant	10					10	10	10				
9	Firestone Park and San Pedro	40					30	30	20				
9	Thenard and Fifth St., San Pedro	15					15	15	15				
9	Long Beach Branch	40					25	25	20				
9	Long Beach Branch, P. E. Crossing and Anaheim Blvd	10					10	10	10				
9	Opposite Station Building and crossover switches. End of D.T. Firestone Park	15					15	15	15				
9	Home signals South Gate interlocking plant	20					20	20	20				
9	Firestone Park and Santa Ana	40					30	30	20				
9	West Anaheim and 1 mile east of Anaheim	15					15	15	15				
9	Santa Ana and Dyer	30					25	25	20				
10	Whittier Branch	30					30	20	20				
10	Whittier Branch over Telegraph Road	10					10	10	10				
10	Los Alamitos Branch	20					15	15	15				
10	Smeltzer Branch	30					25	25	20				
10	Tustin Jct. and Tustin, except following:	30					30	20	20				
	Bridge 513-D	20					20	20	20				
	M.P. 516.3 to 516.41; M.P. 517.73 to 518.25	20					20	20	20				
	M.P. 518.70 to 518.92; M.P. 519.23 to 519.86	20					20	20	20				
	M.P. 521.60 to 521.73	20					20	20	20				
10	Pasadena Branch	15					15	15	15				
10	Duarte Branch, except	30					20	20	20				
10	Bridge 493B, Duarte Branch	10					10	10	10				
10	Over Bridge 496-E just east of Arcadia	10					10	10	10				
10	Covina Branch	40					25	25	20				
10	Covina Branch, C Class engines	20					20	20					
10	Chino Branch	20					20	20	20				
10	San Bernardino and Riverside Branches	35					20	20	20				
10	Home signals Highgrove interlocking plant	20					20	20	20				
11	Redlands Branch	25					20	20	20				
11	Station and wye switch on Calexico line—Niland	20	20	20	20	20	20	20	20	20	20	20	20

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by trains 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M.P.H. must not be exceeded.

Maximum speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles an hour.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed same as engine speed.

Trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana, 15 miles per hour.

Do not exceed 10 miles per hour entering or leaving sidings.

F and S.P. class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip-switches.

F and S.P. class engines must not exceed 8 miles per hour on tracks other than main tracks, or 4 miles per hour backing through crossovers and turnouts, Santa Barbara.

C class engines must not exceed 5 miles per hour on curves and 20 miles per hour on straight track running forward or 5 miles per hour on curves and 15 miles per hour on straight track running backward on Limoneria spur (Santa Paula).

C class engines must not exceed 5 miles per hour on curves and ten miles per hour on straight track, Tapo Spur (Santa Susana).

C class engines must not exceed 12 miles per hour between Santa Ana and Dyer, Redlands, Second Street, and Crafton.

Do not exceed 8 miles per hour on curves leading to Rheems Co. and Philadelphia Quartz Co. spurs, Southgate.

Do not exceed 8 miles per hour on spur to Pasadena Orange Growers Association, Pasadena.

Engines heavier than M4 class must not exceed 8 miles per hour on sidings Duarte branch.

S.P., Mt and F class engines must not exceed 4 miles per hour on storage track Pomona, or Corral, Scale, Caboose and No. 14 tracks, Colton.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	BETWEEN	PSGR. m.p.h.	FRT. m.p.h.	Lgt. Eng. m.p.h.
2, 3	Santa Barbara	20	20	20
2, 3	Ventura station and M. P. 397.09	25	20	20
3	Santa Paula	15	15	15
4, 5	San Fernando, over street crossings east and west of station	25	25	25
4, 5, 6	Los Angeles; between 25th St., River Station tower, Naud Jct. and easterly line of Main St.	10	10	10
6	Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard	15	15	15
6	El Monte	30	25	25
6	Pomona, 2640 feet each side of station	30	30	30
6, 7	Colton	30	30	30
10	Pasadena, Hope Street crossing M. P. 490.4	6	6	6
10	Pasadena, California Street crossing M. P. 491.8	5	5	5
10	La Verne, 7958 feet west and 3336 feet east of station	40	25	25
10	Covina Branch Pomona Jct. switch and 1161 feet west	15	15	15
11	Redlands, 2nd St., all street crossings	10	10	10
10	San Bernardino, across Second, Rialto and Mill Streets	20	20	20
11	El Centro, Main Street crossing	20	20	20
11	Calipatria, Main Street	12	12	12
9	Los Angeles; 25th St. and River Station Tower	10	10	10
9	Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet	20	20	20
9	Compton over Orange and Olive Sts	20	20	20
9	Compton over Main Street	8	8	8
9	Santa Ana, 3208 feet west and 2132 feet east Station	12	12	12

Maximum operating speeds for S.P. class engine when inside main rod has been removed:

Running under own steam	30 M.P.H.
Being towed in train	30 M.P.H.

Dead or disabled engines, except S and SE Class with all rods on, or main or side rods removed, are restricted to 30 miles per hour; with main and side rods removed, to 20 miles per hour.

Dead or disabled S and SE Class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles an hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles an hour.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Large loaded oil cars must not be moved to exceed 15 miles per hour on any branch, except may be moved 20 miles per hour on tangent track on Santa Paula, San Pedro, Whittier, Santa Ana, Sandia, and Westmorland branches.

Baggage cars, express cars and freight cars equipped with steel wheels assigned to merchandise service are restricted to 60 M.P.H. under load.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 miles per hour.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	BETWEEN	HEIGHT	DESCRIPTION
441.2	Hasson and Chatsworth	20 ft. 2 in.	Tunnel No. 26.
442.9	Hasson and Chatsworth	20 ft. 6 in.	Tunnel No. 27.
443.9	Hasson and Chatsworth	20 ft. 6¾ in.	Tunnel No. 28.
423.0	Sespe and Fillmore	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Camulos	21 ft. 4 in.	Piru Creek.
481.7	Taylor—River Sta. Tower	21 ft. 6 in.	Footbridge.
482.6	Mission Junction—Aurant	21 ft. 9 in.	L. A. River.
547.3	Motor Jct.-Redlands 2d St.	19 ft. 6 in.	Mill Creek.

SPECIAL INSTRUCTIONS

Los Angeles Yard:	**Impaired:**
P. E. inbound local track, Brooklyn Ave. bridge, Macy Street	Overhead
Califelt Co., eaves, Aurant	Side
Western Concrete Co., wall, Aurant	Side
Herberger Pickle Co., wall, Aurant	Side
Ventura Spur (Texaco Spur), Aurant platform	Side
Davies Spur, fire escape, Vernon Edler Building	Side and Overhead
F Arbogast Bldg., Commercial and Market	Side
L. A. Warehouse, gate, Commercial and Market	Side
J. F. Holbrook, gate, 310 Market St.	Side
Roberts, Otter & Nelson Bldg., 316 Market St., platform	Side
Pacific Pipe Supply Co., platform, 1002 Santa Fe	Side
Ore Grande Co., platform, 743 Wilson St.	Side
International Harvester Co. Bldg., 734 Atlantic St.	Side
Old Market Platform, 6th Street	Side
Bekins Storage Co., building, 4th and Alameda	Side
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave.	Overhead
Paraffine Co., spur, wall, Main and Augusta Sts.	Side
Kerkhoff-Cuzner Lbr. Co., gate Alameda and Macy Sts.	Side
Peck & Hill spur, shed roof, N. Spring and Alpine	Side
Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard	Side and Overhead
"B" Freight Shed, platform, N. Spring	Side
L. A. Junk Co. Spur, Roundout St. platform	Side
Sand Blast Shed (door), L. A. Shops	Side and Overhead
Track 11, 3 lean-to's Lumber Shed, L. A. Shops	Side
District Store Office Platform, L. A. Shop	Side
Sand Houses, Fire Brick Sheds, L. A. Shops	Side
L. A. Brewery Building, L. A. Shops, 1920 N. Main	Side
Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5 6, 7, and 15) River Station	Overhead and Side
Building (River Station), Standard Oil track	Side
Scale House (River Station), Lower Track 15	Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring	Side
Fence (along track 16 L. A. Passenger), 4th and 6th Alameda	Side
Los Angeles River Bridge, West end Midway Yard	Side
L. A. River Bridge, Mission Jct.	Side
Lacy Mfg. Co., Crane Post on their spur Inside Yard	Overhead and Side
L. A. Warehouse, Commercial and Alameda	Side and Overhead
Lead to L. A. Warehouse, Market and Alameda	Side
Union Hdw. & Metal Co., First and Alameda	Side and Overhead
L. A. Ice & Cold Storage Co., Fourth Street plant	Side and Overhead
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles	Side
Bohnhoff Spur Buildings, Fourteenth and Alameda Sts.	Side
Southern California Hardwood Co., 15th and Alameda	Side
Cooper Lumber Co., Spur, Shed, 15th and Alameda	Side
Oil Well Supply Co., Steps and Crane, Alameda at Naud Jct.	Side
Griffin Wheel Co., Concrete platforms, Vernon	Side
Santa Barbara:	
Palmer Gavit private car shed	Overhead
Ventura—Platform Coast Wholesale Co.	Side
Summerland—Loading racks Seaside Oil Co.	Side
Santa Paula—Corner of Blanchards Packing House	Side
Santa Paula—Pump house, siding	Side
Santa Paula—Santa Paula Rock Co., Wilshire spur	Side and Overhead
Santa Paula—Santa Paula Rock Co. loading chute	Side and Overhead
Elayon—Standard Oil Co. filling racks	Side
Roscoe—Consolidated Rock Co. bunkers	Both Sides
Roscoe—Consolidated Rock Co. sand piles and switch stands	Side
Wahoo—Consolidated Rock Co. piles of rock	Side
Wahoo—Consolidated Rock Co. rock crusher	Side and Overhead
West Glendale—Inner Tube Factory	Side
Glendale—L. A. Basket Co. bldg.	Side
Glendale—Tropico Potteries Bldg. and retaining wall	Side
Canoga Park—Stock chutes	Side
Van Nuys—Fence at Hammond Lumber Company spur	Side
Oxnard—American Beet Sugar Co.:	
Track 15 beet dump	Side
Track 7, power house and scale house	Side
Alhambra:	
Braun Iron Works	Overhead
Braun Co. inside fence	Side
Huntington Land Co. spur, fence alongside track	Side
High line west of station, guy wire on P. E. trolly pole	Side
Pasadena:	
Ice house track, Fords Blueing Co. building	Side
Freight house platform	Side
Monrovia:	
East of Canon Street, one telephone pole	Side
Day and Night Water Heater Co., spur, platform and roof	Side
El Monte—Ross Construction Co. spur, platform and material piles	Side
Crushton—Switch stand on derail No. 3 between P. E. and S. P. tracks	Side
Azusa Ave.—Golden Orange Growers Packing House platform	Side
Pomona:	
Stine Transfer Company	Side
Pomona Box Co.	Side
Narod:	
West Ontario Citrus Association, East and West	Side
Ontario:	
Hickey Warehouse Co.	Side
Exchange Orange Products Co., both tracks	Side and Overhead
Chino:	
Water tank	Side
Sugar tracks No. 4 and No. 5	Side
South Fontana—Hog Farm No. 1 and No. 2	Side
Colton:	
All loading tracks Cement Plant	Side
P. F. E. Track No. 6	Overhead and Side
Roundhouse	Side
Colton sand spur	Overhead
San Bernardino:	
Southern Pacific Grain Co.	Side
I. S. Chapman & Co.	Side
P. E. Poles, Colton to San Bernardino	Side
Highgrove:	
Stock corral	Side
Station platform	Side
Riverside:	
Wilson & Company	Side
Riverside Foundry	Side
Union Oil Company	Side
M. J. Johnson & Co., wholesale grocers	Side
Albers Packing House	Side
Redlands, 2nd St.:	
Auto loading platform	Side
Lyons & Sons Packing House	Side
Crafton:	
Krumn Manufacturing Company	Side
Banning—Canning Co. spur	Side
Mecca—Water track	Side
Brawley:	
Shed 28	Side
Hammond Lumber Company spur	Side
Loading chute corral	Side
Calexico:	
Mt. Signal Produce Shed Track 4	Side
Compton—Shed in Union Rock Co. plant (Do not switch cars beyond this point)	Side and Overhead
Thenard—Advance Truck Co. Spur (Do not use beyond gate)	Side and Overhead
San Pedro:	
Drawbridge	Side and Overhead
S. P. Slip platform	Side
S. P. High wharf 10th Street	Side
E. K. Wood Lumber Co., fire house	Side
E. K. Wood Lumber Co., drinking fountain	Side
Consolidated Lumber Co., platforms tracks 6 and 7	Side
Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts.	Overhead
Long Beach—Telephone wires at Long Beach Freight House	Overhead
San Pedro Branch—1000 ft. west of M. P. 495, telephone wires	Overhead
Vinvale—Bridge 492-D (steel structure)	Side
Whittier:	
U. P. Ry. trestle west end Citrus Assn. house	Side
Old Murphy Packing House	Side
Norwalk—Stock chute and Greenings warehouse	Side
Buena Park—Beet dump	Side
Buena Park—American Fruit Growers house, also low switch stands	Side
Anaheim:	
At intersections of Los Angeles and Claudena Sts., four fifty-foot poles	Side
Lemon and Orange Growers house	Side
Los Alamitos:	
Los Alamitos Sugar Co., power house	Side
Santa Ana:	
Oil pipe at round house	Side
Railing and portion of building off Santa Fe Wye	Side
California Packing House	Side
Pipe at Chapmans Cement House	Side
Dyer:	
Holly Sugar Co.—East and west gates	Side
Scale house	Overhead and Side
Tin warehouse	Side
Brick sugar house	Side
Electrical shop and rock pile	Side
Glass Factory, gates	Side
Tustin:	
David Hewes Packing House electric wire	Overhead
Hood Oil Co.	Side

Open pit under and alongside track on Consolidated Rock Company Spurs at Thenard and Whittier.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress Sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, track 6.

Following water tanks are not standard clearance: Santa Paula, Piru Pomona, Chino, Guasti, Colton, El Casco, Cabazon, Palm Springs.

Following water columns are not standard clearance: Moorpark, Palm Springs.

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Los Angeles	Dr. G. S. Hall	Assistant Chief Surgeon.
Los Angeles	Dr. M. T. Steele	District Surgeon.
Los Angeles	Dr. R. W. Starr	District Surgeon.
Los Angeles	Dr. E. R. Watts	District Surgeon.
Los Angeles	Dr A. S. Lineer	District Surgeon.
Los Angeles	Dr. Elmer Nelson	Visiting Physician and Surgeon.
Los Angeles	Dr R. G. Stern	District Surgeon.
Los Angeles—		
Angelus-Mesa	Dr. A. M. Anton	District Surgeon.
Inglewood and Hyde Park	Dr. E. D. Charland	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Huntington Park	Dr. H. W. Amyes	District Surgeon.
Eagle Rock	Dr. Marion M. Null	District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.
Hollywood	Dr. R. W. Avery	District Surgeon.
Riverside Gardens	Dr. Wm. A. Dashiel	District Surgeon.
F. R. Strong Building 7th and Central	Dr. M. H. Burge	District Surgeon.
Los Angeles	Dr. Geo. H. Kress Dr. Jos. Goldstein	Oculists and Aurists.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. F. E. Abbott	District Surgeon.
Long Beach	Dr. R. G. Young	District Surgeon.
Wilmington	Dr. W. W. Horst	District Surgeon.
San Pedro	Dr. J. L. Bloch	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Downey	Dr. R. V. Fernandez	Emergency Surgeon.
Whittier	Dr. H. P. Wilson	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Anaheim	Dr. J. L. Beebe	Emergency Surgeon.
Orange	Dr. Arthur J. Nies	Emergency Surgeon.
Santa Ana	Dr. Dexter R. Ball	District Surgeon.
Santa Ana	Dr. John D. Ball	Assistant District Surgeon.
Westminster	Dr. R. I. Johnson	Emergency Surgeon.
Pasadena	Dr. Z. T. Malaby	District Surgeon.
Pasadena	Dr. H. T. Upshaw	District Surgeon.
Monrovia	Dr. W. M. Briggs	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. E. D. Farrington	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. J. B. Marr	Emergency Surgeon.
Pomona	Dr. Geo. W. Kellar	District Surgeon.
Pomona	Dr. H. C. Anderson	Assistant District Surgeon.
Chino	Dr. J. M. Swindt	District Surgeon.
Ontario	Dr. D. S. Gidley	District Surgeon.
Colton	Dr. C. F. Whitmer	District Surgeon.
Colton	Dr. D. B. Williams	District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
San Bernardino	Dr. C. L. Hadley	Oculist and Aurist.
Riverside	Dr. Thomas A. Card	District Surgeon.
Redlands	Dr. H. G. Hill	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Indio	Dr. Russell M. Gray	District Surgeon.
Indio	Dr. W. H. Blackman	Assistant District Surgeon.
Calipatria	Dr. J. A. Wallace	District Surgeon.
Westmorland	Dr. O. C. Long	Emergency Surgeon.
Brawley	Dr. G. C. Holleran	District Surgeon.
	Dr. Chas. M. Cutshaw	Assistant District Surgeon.
	Dr. John L. Parker	Associate District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson Dr. W. W. Apple	District Surgeons.
	Dr. M. C. Canfield	Assistant District Surgeon.
El Centro	Dr. H. P. Findley	Oculist and Aurist.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Surgeon.
Calexico	Dr. Harold J. Gregg	Assistant District Surgeon.
Mexicali	Dr. E. D. Flores	District Surgeon.
Yuma	Dr. C. S. Powell	District Surgeon.
Yuma	Dr. J. W. Stacey	District Surgeon.
Yuma	Dr. Donald Marchus	Assstant District Surgeon.
Glendale	Dr. N. C. Paine	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Canoga Park	Dr. Wm. J. Lakey	Emergency Surgeon.
San Fernando	Dr. R. W. Johnson	Distrct Surgeon.
Newhall-Saugus	Dr. E. C. Innis	District Surgeon.
Fillmore	Dr. Will R. Manning	District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon.
Saticoy	Dr. A. W. Cruden	Emergency Surgeon.
Moor Park	Dr. F. A. Yoakam	Emergency Surgeon.
Oxnard	Dr. J. W. Nielsen	District Surgeon.
Ventura	Dr. G. A. Broughton	District Surgeon.
Ojai	Dr. C. O. Drace	Emergency Surgeon.
Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. A. B. Steele	Associate DistrictSurgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. W. H. Johnston	Oculist.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.

Division Hospital—White Memorial Hospital, Los Angeles, Cal.

Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Los Angeles to Ontario	Alhambra to Puente, Ontario to Colton	Colton to Los Angeles	Bloomington to Savanna, Stoneman to Alhambra	Colton and Indio	Indio to Yuma	Yuma to Indio	Indio and Niland Amos and Knob	Niland and Araz Jct. via Inter-California Railway Line	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard
M— 4	M—63 20/28 126	1617 to 1713	190	1600	3450	1850	3350	940	2250	2100	3300	2900	730	820	1700
M— 4	M—63 20/28 128-S														
M— 4	M—63 20/28 135-S														
M— 6	M—63 21/28 150-S	1720 to 1803	200	2000	4250	2300	4150	1200	2800	2600	4050	3600	930	1000	2150
M—6, 8	M—63 21/28 159-S														
M— 9	M—63 21/28 150-S	1804 to 1822, 1828 to 1831	210	2100	4500	2450	4300	1250	2900	2750	4300	3800	990	1100	2250
M—11	M—63 21/28 153-S														
P—1, 3, 5	P—77 22/28 141-S	2400 to 2452	210	1800	4200	2100	4050	1000	2550	2350	3750	3350	800	890	1950
P— 4	P—77 23/28 155/B,58-SF	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424, 2436	210	2050	4600	2400	4350	1150	3050	2850	4300	3800	900	1000	2250
P— 6	P—77 25/28 172-S	2453 to 2458	200	2250	5200	2600	5100	1300	3200	2950	4650	4150	1000	1150	2500
P— 7	P—73 25/28 171-S	2476, 2477	200	2400	5450	2800	5400	1400	3400	3150	4950	4400	1100	1250	2650
P—10	P—73 25/30 181-SF	2478 to 2483	200	2500	5600	3000	5450	1450	3600	3300	5200	4650	1100	1250	2750
P—10	P—73 25/30 183-B,63-SF	2484 to 2491	200	2600	5600	3100	5750	1450	3900	3600	5400	4850	1100	1250	2850
P—12	P—73 27/28 189-SF	3120 to 3129	190	2600	6050	3050	5450	1500	3700	3450	5450	4850	1200	1350	2950
P—12	P—73 26/28 189-SF		205												
C—9, 10	C—57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	2550	5300	2950	5200	1500	3600	3300	5200	4600	1200	1300	2700
C—9, 10	C—57 22/30 194-S														
C— 8	C—57 22/30 192-S	2698 to 2749, 2751													
C— 5	C—57 22/30 187-S	2624 to 2679													
C— 5	C—57 22/30 185-S	2680 to 2693													
T—28, 31	T—63 22/28 162-S	2311 to 2362	210	2300	4850	2700	4700	1350	3250	3000	4700	4150	1050	1200	2450
Mk—7, 8, 9	Mk—63 29/30 247-S	3300 to 3324	176	3550	7450	4100	7200	2100	4950	4550	7200	6350	1650	1850	3750
Mk—7, 8, 9	Mk—63 29/30 257-SF														
F— 1	F—63 27½/32 273-S	3611 to 3652	200	3750	7750	4350	7600	2250	5250	4850	7600	6700	1750	1950	3950
F— 3	F—63 29½/32 297-S	3653 to 3667	200	4250	8400	4950	7800	2550	6000	5500	10000	7600	2000	2200	4500
F—4, 5	F—63 29½/32 306-B,61-SF	3668 to 3763, 3769	200	4500	8850	5350	8000	2700	6600	6050	11000	8000	2100	2300	4800
F— 5	F—63 29½/32 306-B,62-SF	3764 to 3768													
Mt—1,3,4,5	Mt—73 28/30 246-B,60-SF	4300 to 4376	210	3500	7450	4100	7250	2050	5250	4850	8800	6500	1550	1750	3850
SP— 1	SP—63 $\frac{25}{28-32}$ 316-B,60-SF	5000 to 5015	225	5200	10500	6200	9000	2900	7400	6950	11900	9000	2450	2700	5500
SP—2, 3	SP—63 $\frac{25}{28-32}$ 317-B,61-SF	5016 to 5048													
AC—1, 2, 3	AC—57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	4800	9950	5550	9750	2850	6700	6200	11900	8600	2250	2450	5050
AC— 4	AC—63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	6750	13900	7800	12000	4000	9450	8700	16500	12000	3200	3500	7150
AC— 5	AC—63 $\frac{24-24}{32}$ 483-SF														
GS— 1	GS—73 27/30 262-B,104-SF	4400 to 4409	250	3700	8000	4450	7400	2100	5500	5100	9200	6900	1600	1800	3950
GS— 2	GS—73 27/30 266-B,104-SF	4410 to 4415													
GS— 3	GS—80 26/32 267-B,109-SF	4416 to 4429	280	3800	8250	4450	7600	2150	5650	5250	9500	7100	1650	1850	4100
		Allowance for Empty and Underloaded Cars Less than 40 Ms.		3	3	3	3	3	6	6	6	6	3	3	6
		40 Ms to 50 Ms.		0	0	0	0	0	3	3	3	3	0	0	3
		More than 50 Ms.		0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

MILEAGE

Main Lines

Saugus to Yuma	S. P. R. R.		282.54		
Santa Barbara to Burbank	S. P. R. R.		93.45		
Inter-California Ry.	I. C. Ry.	Niland to Calexico	41.70		
		Cantu to Araz Jct.	2.71		
Total Main Lines					420.40

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Junction		20.74	
Chino	S. P. R. R.	Pomona to Ontario		9.86	
Covina	S. P. R. R.	Bassett to Pomona		17.40	
Declezville	S. P. R. R.	South Fontana to Declezville		1.65	
Duarte	S. P. R. R.	Alhambra to Rivas		13.96	
Laguna	S. P. R. R.	Colorado to Potholes		12.28	
Long Beach	S. P. R. R.	Thenard to Long Beach		2.59	
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		10.23	
Smeltzer	S. P. R. R.	Stanton Jct. to Wiebling		7.78	
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.16	
Pasadena	S. P. R. R.	Alhambra to Pasadena		4.76	
Redlands	S. P. R. R.	Bryn Mawr to Greenspot		8.94	
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside		11.75	
Sandia	I. C Ry.	Calipatria to Near Holtville	27.46		
	H. I. Ry.	Near Holtville to El Centro	9.73	37.19	
San Pedro	S. P. R. R.	Los Angeles to Pt. Firmin	25.66		
	L.A.& S.L.R.R.	At Los Angeles	7.30		
	P. E. Ry.	At San Pedro	.03	32.99	
Santa Ana	S. P. R. R.	Firestone Park to Dyer		33.94	
Santa Paula	S. P. R. R.	Montalvo to Saugus		45.42	
Tustin	S. P. R. R.	Tustin Junction to Tustin		10.64	
Westmorland	I. C. Ry.	Calipatria to Westmorland		12.79	
Whittier	S. P. R R.	Studebaker to Whittier		5.91	
Total Branches					315.98
Total Los Angeles Division					736.38

TRAINMASTERS

E. J. KELLUM	Los Angeles Yard
T. W. CARDWELL	Los Angeles Yard
H. W. MAXWELL	Indio

TERMINAL TRAINMASTER

G. E. DONNATIN	Los Angeles Yard

ASSISTANT TRAINMASTERS

M. A. NUGENT	Los Angeles
A. S. McCANN	Calexico

CHIEF TRAIN DISPATCHER

J. A. DAY	Los Angeles

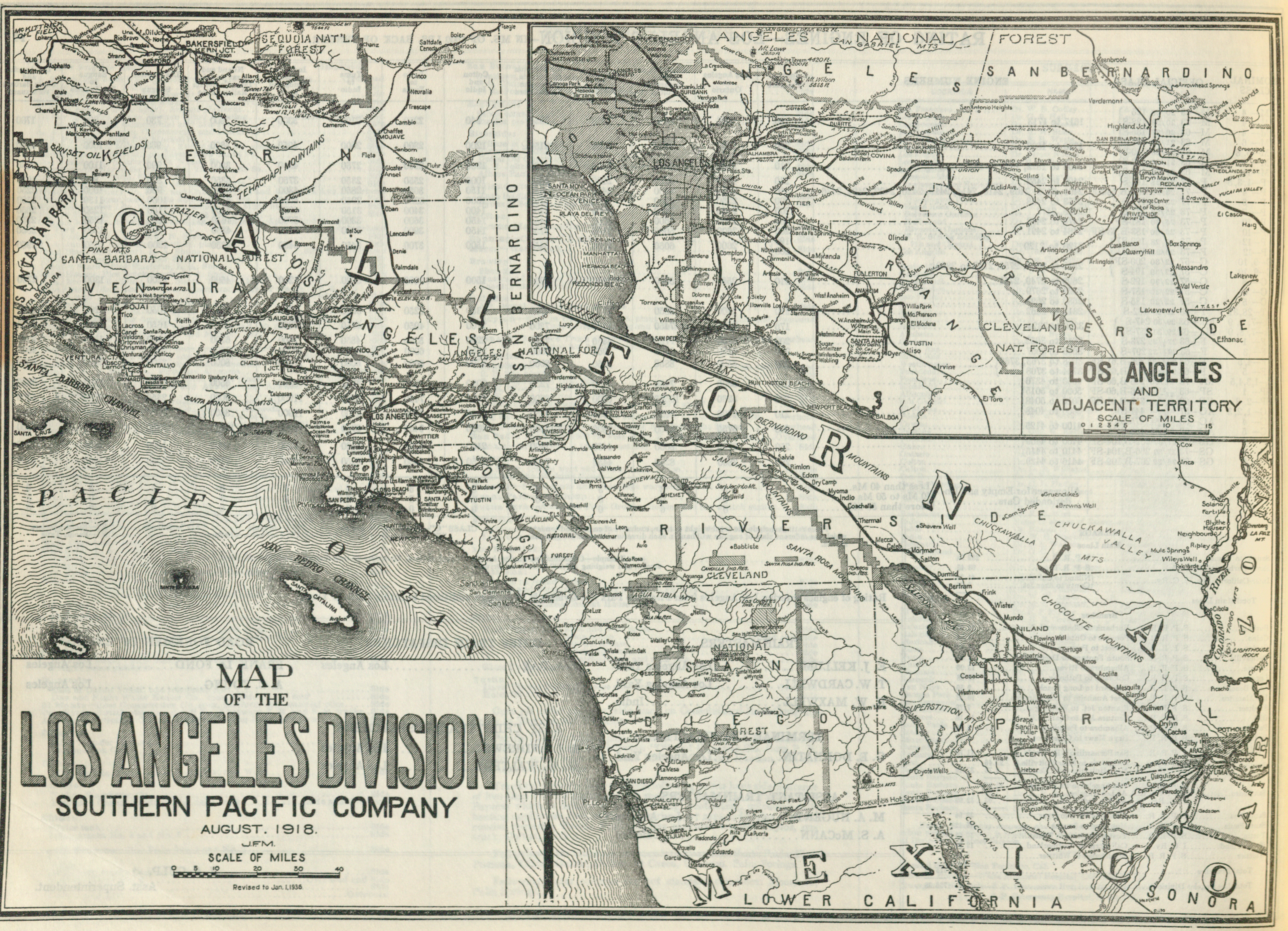
ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS	Los Angeles
H. W. WALTERS	Los Angeles

ROAD FOREMEN OF ENGINES

FRANK La FOND	Los Angeles
A. C. YOUNG	Los Angeles

H. A. CULP,
Asst. Superintendent.


LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
ANGELES NATIONAL FOREST
SAN BERNARDINO
CLEVELAND NAT. FOREST
ORANGE
RIVERSIDE
CALIFORNIA
KERN
LOS ANGELES
SAN BERNARDINO
SANTA BARBARA
VENTURA
RIVERSIDE
SAN DIEGO
IMPERIAL
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SEQUOIA NAT'L FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOR.
CLEVELAND
NATIONAL FOREST
SUNSET OIL FIELDS
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA VALLEY
CHOCOLATE MOUNTAINS
SALTON SEA
COLORADO RIVER
BAKERSFIELD
MOJAVE
LOS ANGELES
SANTA BARBARA
VENTURA
SAN PEDRO
LONG BEACH
SAN BERNARDINO
RIVERSIDE
REDLANDS
COLTON
POMONA
SANTA ANA
SAN DIEGO
INDIO
NILAND
BRAWLEY
EL CENTRO
CALEXICO
YUMA
SANTA CATALINA
AVALON

MAP
OF THE
LOS ANGELES DIVISION
SOUTHERN PACIFIC COMPANY
AUGUST. 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised to Jan. 1, 1938